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**TECHNOLOGY INSERTION-ENGINEERING SERVICES
PROCESS CHARACTERIZATION
TASK ORDER NO. 1**

BOOK 1 OF 3

DATABASE DOCUMENTATION BOOK

OO-ALC

MANPGP

(OVERVIEW LAYOUTS)

**CONTRACT SUMMARY REPORT
15 DECEMBER 1989**

**CONTRACT NO. F33600-88-D-0567
CDRL SEQUENCE NO. B008**

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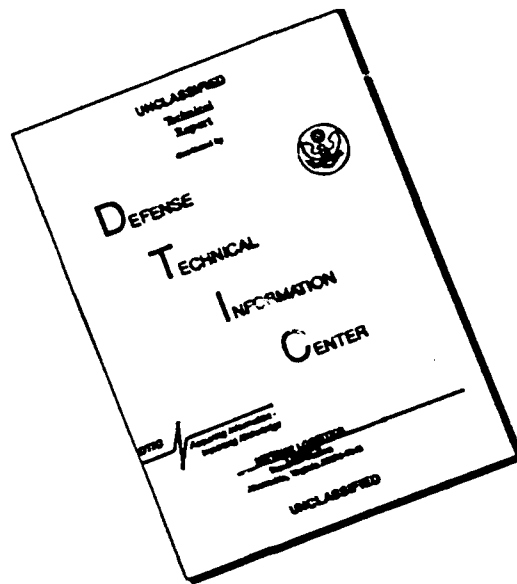


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1.0 IDENTIFICATION OF RCC

RCC *MAN/PEP* has been identified by the SOW of Contract F33600-88-D-0567 for Process Characterization.

7.1 MANPGP ANALYSIS AND FOCUS STUDY RECOMMENDATIONS

7.1.1 Description of Current Operation

MANPGP is a Resource Control Center (RCC) under the MANP branch of the Industrial Products Division (MAN) at OO-ALC. MANPGP is located in Building 507.

MANPGP's function is to paint component parts of end items and assemble the component parts into the end item. MANPGP is broken into five subunits; paint, wheel assembly, brake assembly, C-5 landing gear assembly and all other landing gear assembly.

The paint subunit is responsible for the painting of component parts. The paint subunit has two different automated lines setup for painting. One line is responsible for painting wheels and brake housings. The other line is setup to paint landing gear components. A third paint area is setup to handle oversize parts that cannot be processed on one of the two automated line. One foreman and _____ mechanics support the paint subunit of MANPGP.

The wheel assembly subunit is responsible for the assembly of wheels. Wheels enter MANPGP as two painted wheel halves. The wheel halves are manually balanced on a wheel balancing machine. MANPGP wheel subunit has an electronic wheel balancing machine that is not presently being used. The rationale for not using the electronic wheel balancing machine is that every time the forklift passes by, the machine has to be recalibrated. After the wheel halves are balanced, the material inventory control personnel match the necessary hardware with the wheel halves to fabricate a wheel assembly. The mechanics assemble the two wheel halves and the hardware into an end item. The end item known as a wheel is inspected for completeness and for defects in the paint. The wheel is touched-up, painted, and stamped off complete by MANPGP. Depot supply personnel complete the necessary paperwork and packages the wheel for shipment. The wheel subunit is supported by one foreman and _____ mechanics.

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The brake assembly subunit is responsible for the assembly of brakes. Brakes enter MANPGP as various component parts. The brake housing is painted by the MANPGP paint subunit. The material inventory control personnel match the various brake components and hardware needed for a brake assembly. The mechanics assemble the brake components and hardware into an end item. The end item is known as a brake assembly. The brake assembly is inspected for completeness and for defects in the paint. The brake assembly is touched-up, painted, and stamped off completed by MANPGP. Depot supply personnel complete the necessary paperwork and package the brake assembly for shipment.

The landing gear assembly subunit is responsible for the assembly of landing gears. The material inventory control personnel match by the landing gear components and hardware. The mechanics assemble the components and hardware into an end item known as a landing gear assembly. The landing gear assembly is then tested per technical data requirements using a hydraulic test stand setup. After the landing gear assembly passes testing, then the landing gear assembly is sent to the MANPGP subunit for paint. Painting is accomplished on the automated line that is setup for painting landing gear. The landing gear subunit is supported by one foreman and _____ mechanics.

The C-5A landing gear assembly subunit is responsible for the disassembly and assembly of the main landing gear and nose landing gear. This subunit is unique in that it performs the disassembly of the main landing gear and nose landing gear whereas the disassembly of all other landing gears is performed by MANPGW. This subunit is specially equipped with disassembly/assembly fixtures for the C-5 main landing gear. The landing gear components that are disassembled are sent to MANPGW to be processed like all other landing gear components starting at the clean line. For landing gear components that are to be assembled, material inventory control matches up the components and hardware necessary for assembly. The mechanics assemble the components into an end item known as a landing gear assembly. The landing gear assembly is then tested per technical data requirement using a hydraulic test setup. After the landing gear assembly passes test, the landing gear assembly is checked

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for compliance to the technical data and stamped completed by MANPGP. Depot supply personnel complete the necessary paperwork and crate the landing gear assembly for shipment. The C-5 landing gear subunit is supported by one foreman and _____ mechanics.

MANPGP was designed and layed out to support each of its subunits. Each subunit is layed out to support an orderly flow sequence of assembling the end item. The two paint areas are automated using an overhead carriage system to move the parts through the paint cycle.

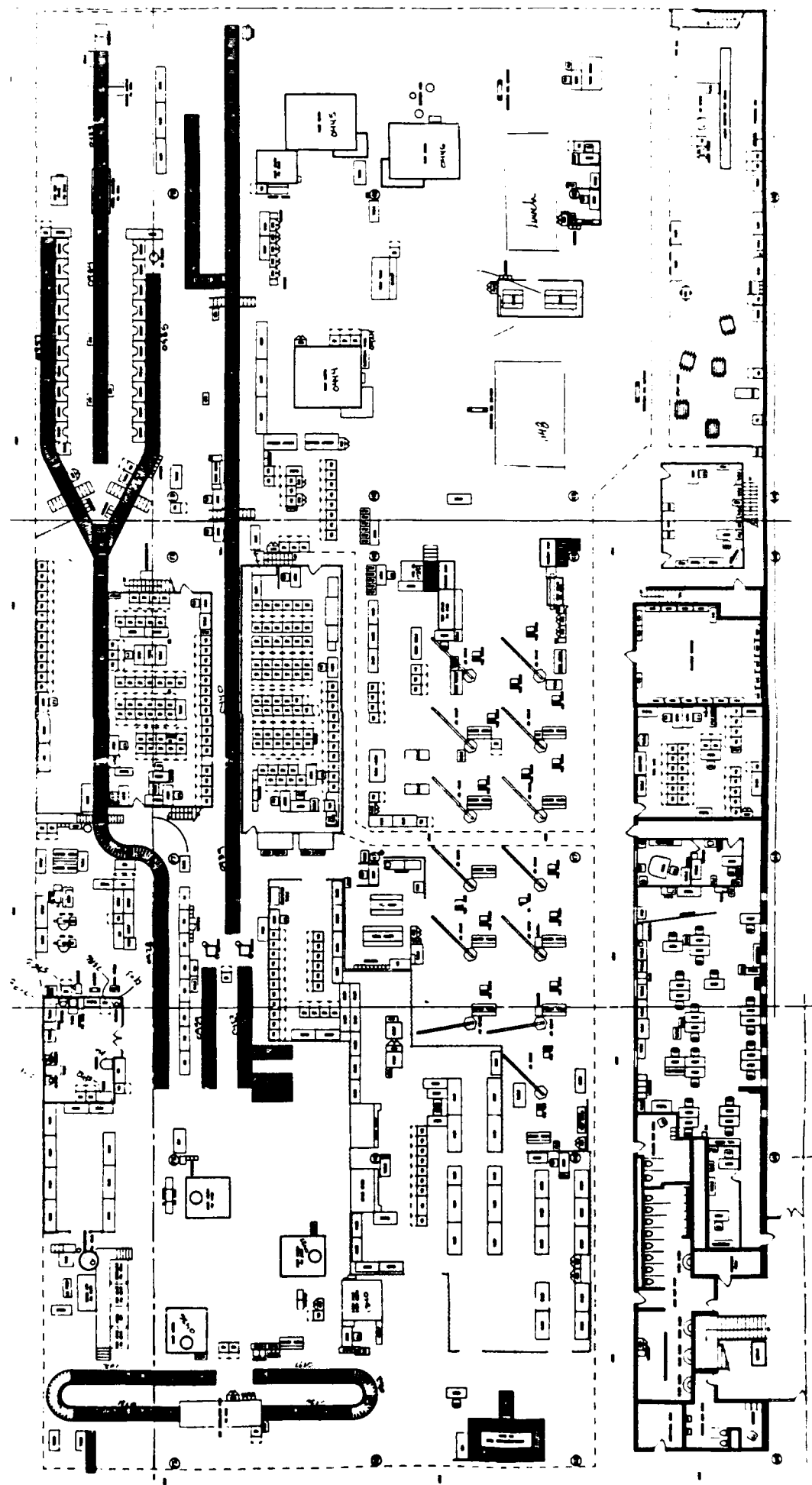
MANSV is the scheduling section that supports MANPGP. Scheduling negotiates the quantity of end items to be inducted each quarter with the different item managers. Scheduling ensures the component parts are made available to material inventory control for match up when needed in order for MANPGP to complete the number of end items required by the item manager. Scheduling accomplishes this task by issuing weekly "hot sheets" of what component parts are needed by a specific date by MANPGP to meet schedule.

MANE is the planning section that supports MANPGP. The planners ensure that the work control documents are current with the latest technical data. The planners plan the sequence of operations necessary to assemble an end item. The planners determine any special tooling that may be needed for the assembly of an end item.

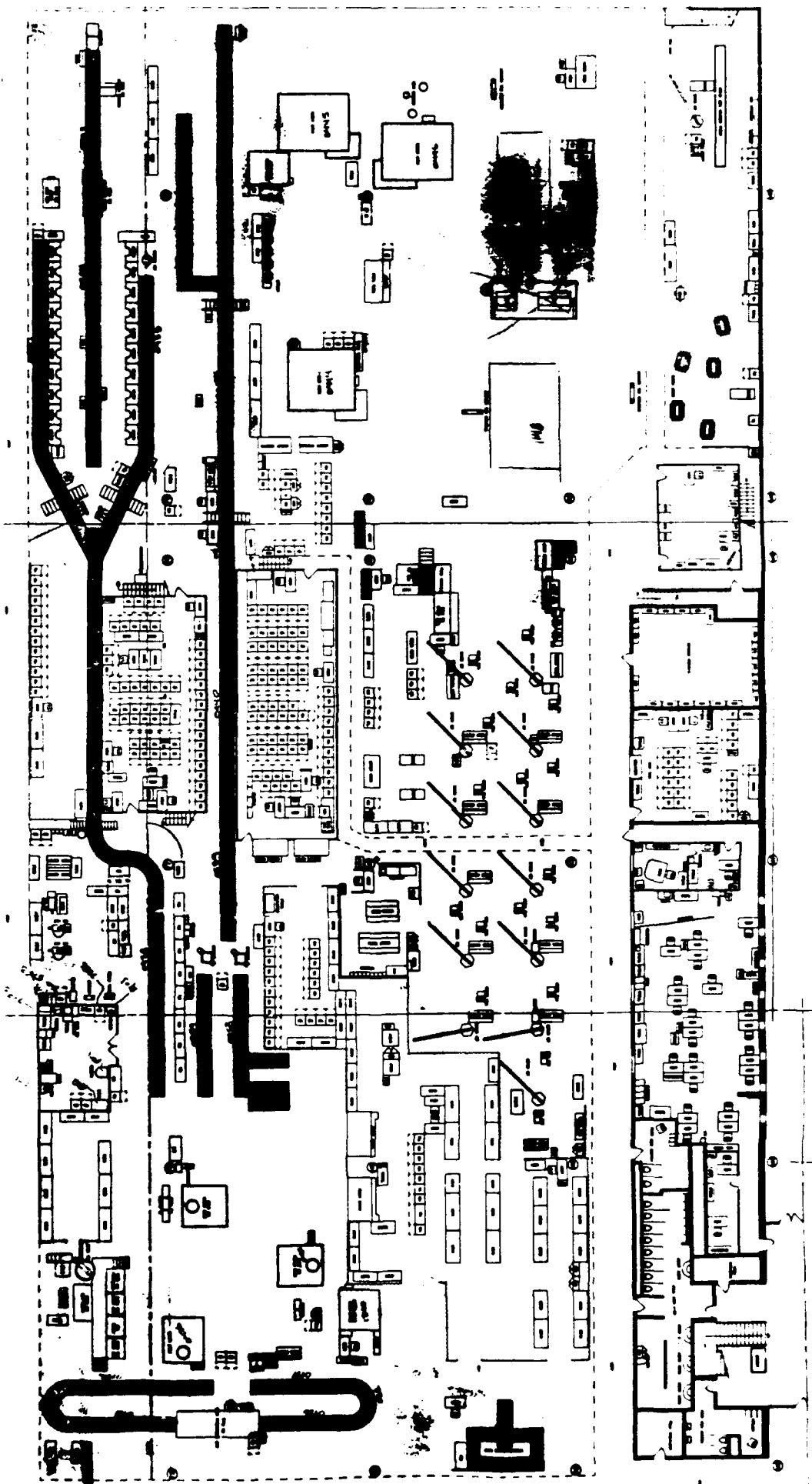
The planners are the liaison between support engineering and production. The planners are in the process of updating the work control documents for the DMMIS project. The work control documents are up to date and accurately reflect the part flow through the repair cycle.

7.1.2 Statistical System Performance Measures

Statistical system performance measurement of a RCC is the output statistics generated from a database that is processed by UDOS 2.0 to establish a simulated baseline that emulates the As-Is environment of the RCC.



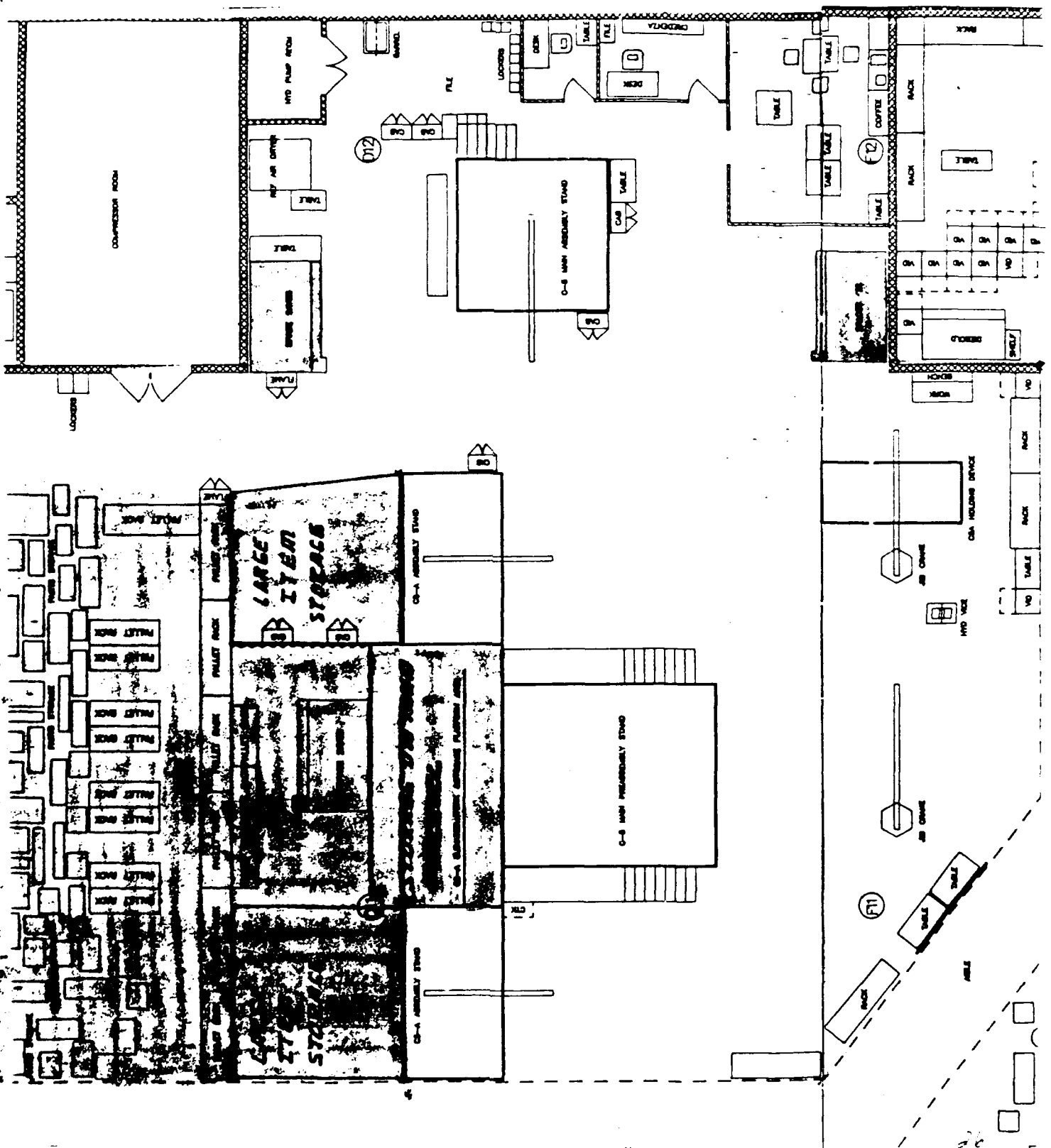
Area Occupied by
MANPGP



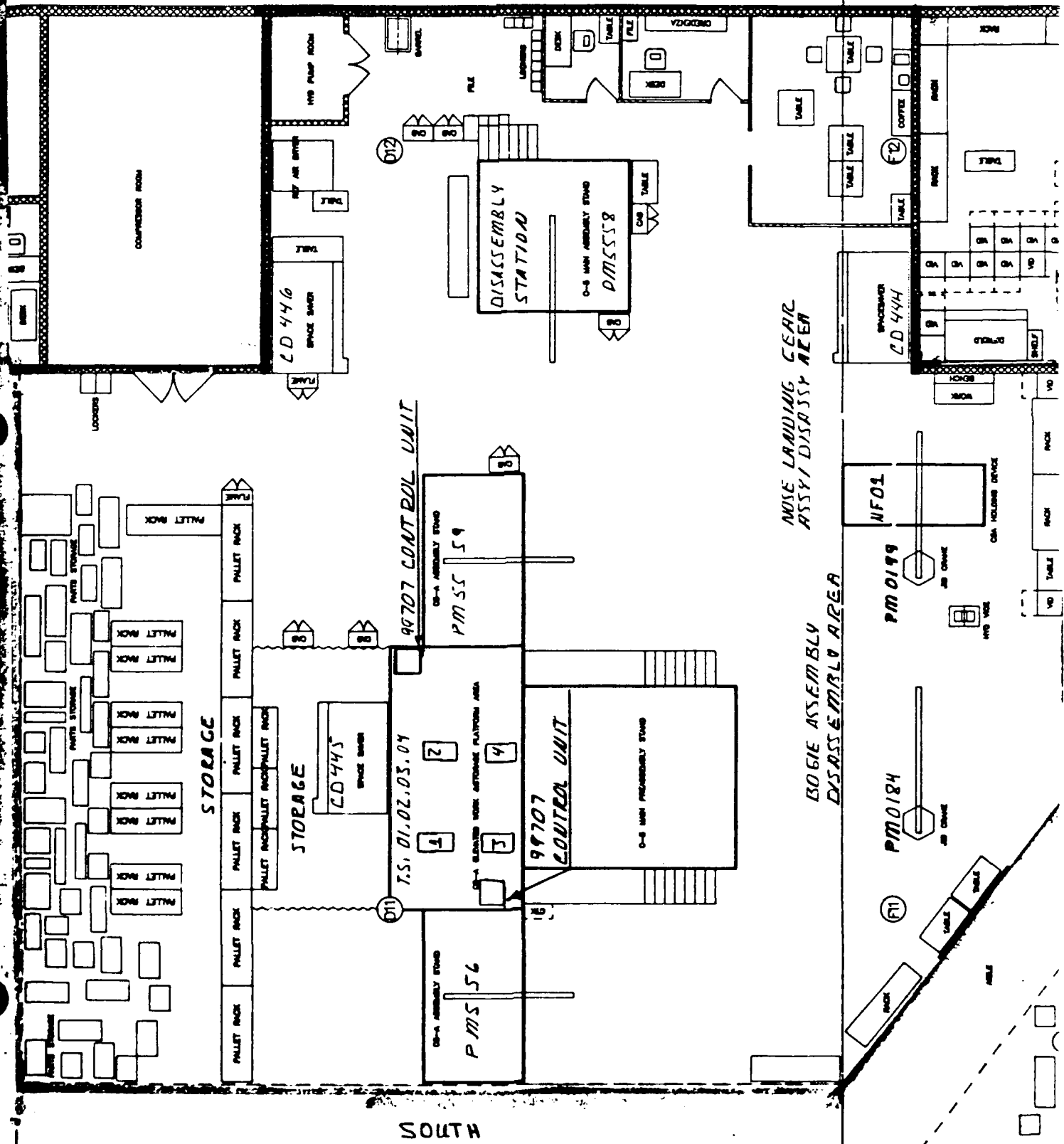
This is a detailed architectural floor plan of a large building, likely a school, government office, or institutional facility. The plan is oriented with a north arrow pointing towards the top right. The layout is complex, featuring a central corridor system that branches out into various rooms and areas.

Key features of the plan include:

- Central Hallway:** A prominent U-shaped corridor runs along the bottom and left sides of the plan, connecting various sections of the building.
- Classrooms/Offices:** Numerous small, rectangular rooms are arranged in rows, particularly in the central and right-hand portions of the plan. Some of these rooms are labeled with numbers or letters.
- Large Rooms:** Several larger, more irregularly shaped rooms are scattered throughout the plan, including a large room labeled "143" in the upper right and a large room labeled "144" in the lower right.
- Structural Details:** The plan shows extensive structural details, including walls, doors, windows, and furniture. Some rooms contain desks, chairs, and other equipment.
- Labels and Annotations:** Various labels and annotations are present throughout the plan, including "143", "144", "145", "146", "147", "148", "149", "150", "151", "152", "153", "154", "155", "156", "157", "158", "159", "160", "161", "162", "163", "164", "165", "166", "167", "168", "169", "170", "171", "172", "173", "174", "175", "176", "177", "178", "179", "180", "181", "182", "183", "184", "185", "186", "187", "188", "189", "190", "191", "192", "193", "194", "195", "196", "197", "198", "199", "200", "201", "202", "203", "204", "205", "206", "207", "208", "209", "210", "211", "212", "213", "214", "215", "216", "217", "218", "219", "220", "221", "222", "223", "224", "225", "226", "227", "228", "229", "230", "231", "232", "233", "234", "235", "236", "237", "238", "239", "240", "241", "242", "243", "244", "245", "246", "247", "248", "249", "250", "251", "252", "253", "254", "255", "256", "257", "258", "259", "260", "261", "262", "263", "264", "265", "266", "267", "268", "269", "270", 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NOTE 25 IS THE
OVER HEAD CRANE



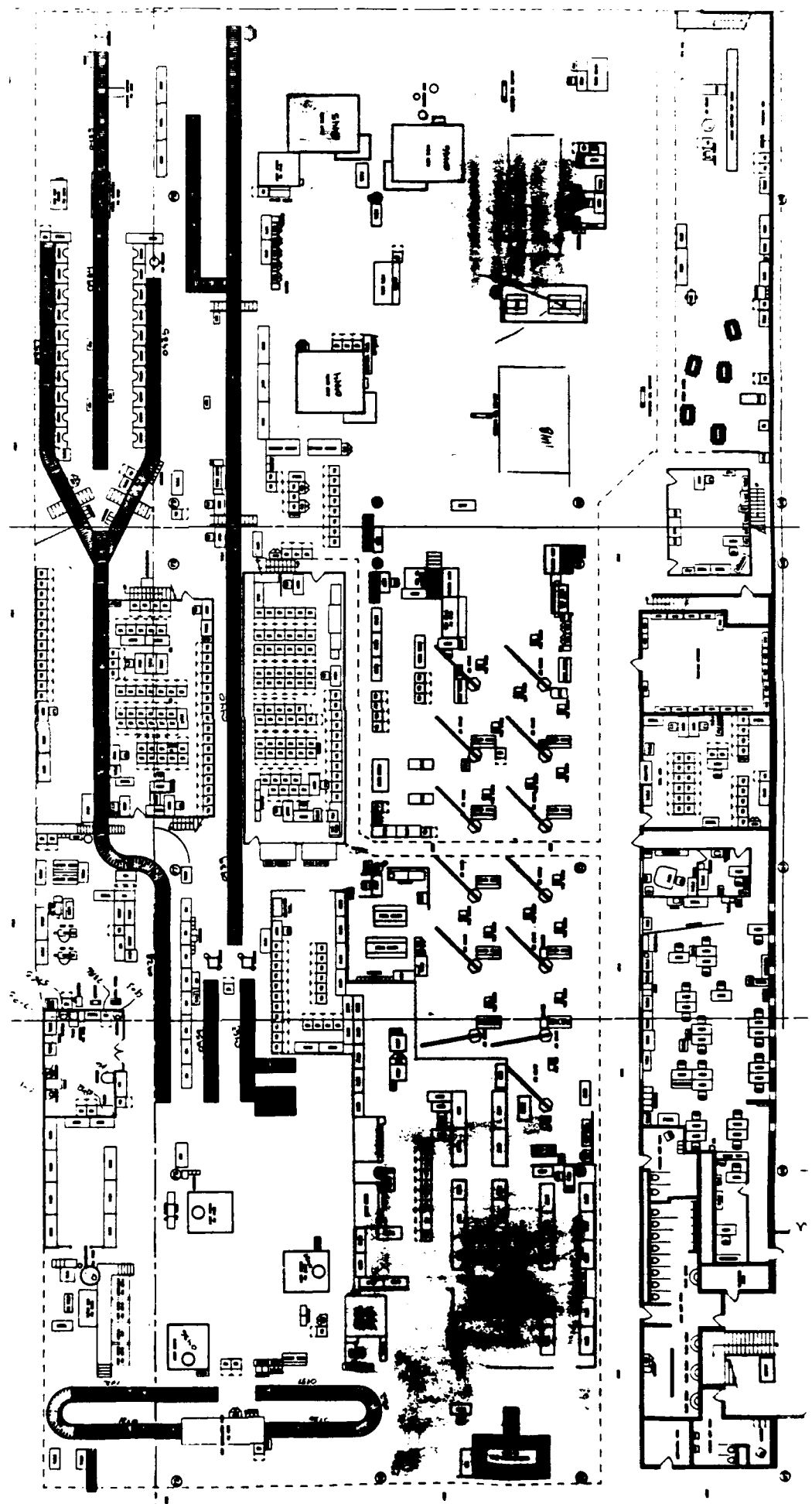
FACILITY LAYOUT

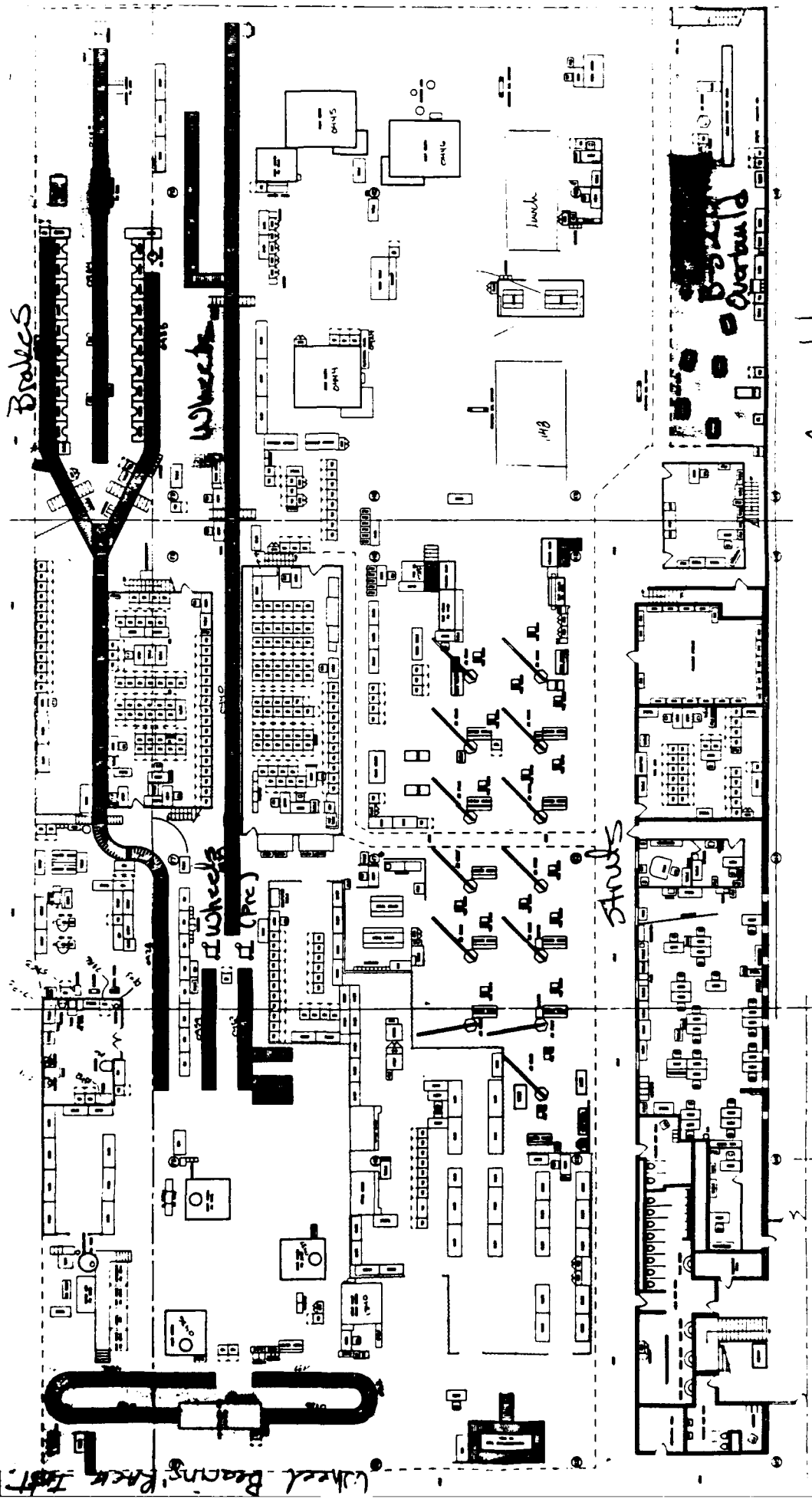
THE DRAWINGS HAVE BEEN MARKED UP TO REFLECT WHERE THE EQUIPMENT IS LOCATED IN THE CS AREA.

AFTER TALKING TO STEVE BLACK I FOUND OUT THERE ARE GOING TO PUT IN TWO MORE C-S MAIN ASSEMBLY STANDS. EAST OF THE PRESENT STANDS.

This is a detailed architectural floor plan of a large building, possibly a school, hospital, or government office. The plan is oriented with a north arrow pointing towards the top right. The layout is complex, featuring a central corridor system that branches out into various rooms and service areas. On the left side, there is a long, narrow section with a series of small, rectangular rooms, possibly classrooms or offices. The central part of the plan shows a large, open area with a grid of small rooms, likely a dormitory or a large office space. To the right of this central area, there are several large, rectangular rooms, some of which appear to be lecture halls or auditoriums. The plan also includes numerous smaller rooms, corridors, and service areas, such as restrooms, storage rooms, and a central staircase. The drawing is a technical sketch, likely a photocopy of a hand-drawn plan, and it provides a comprehensive overview of the building's internal structure and layout.

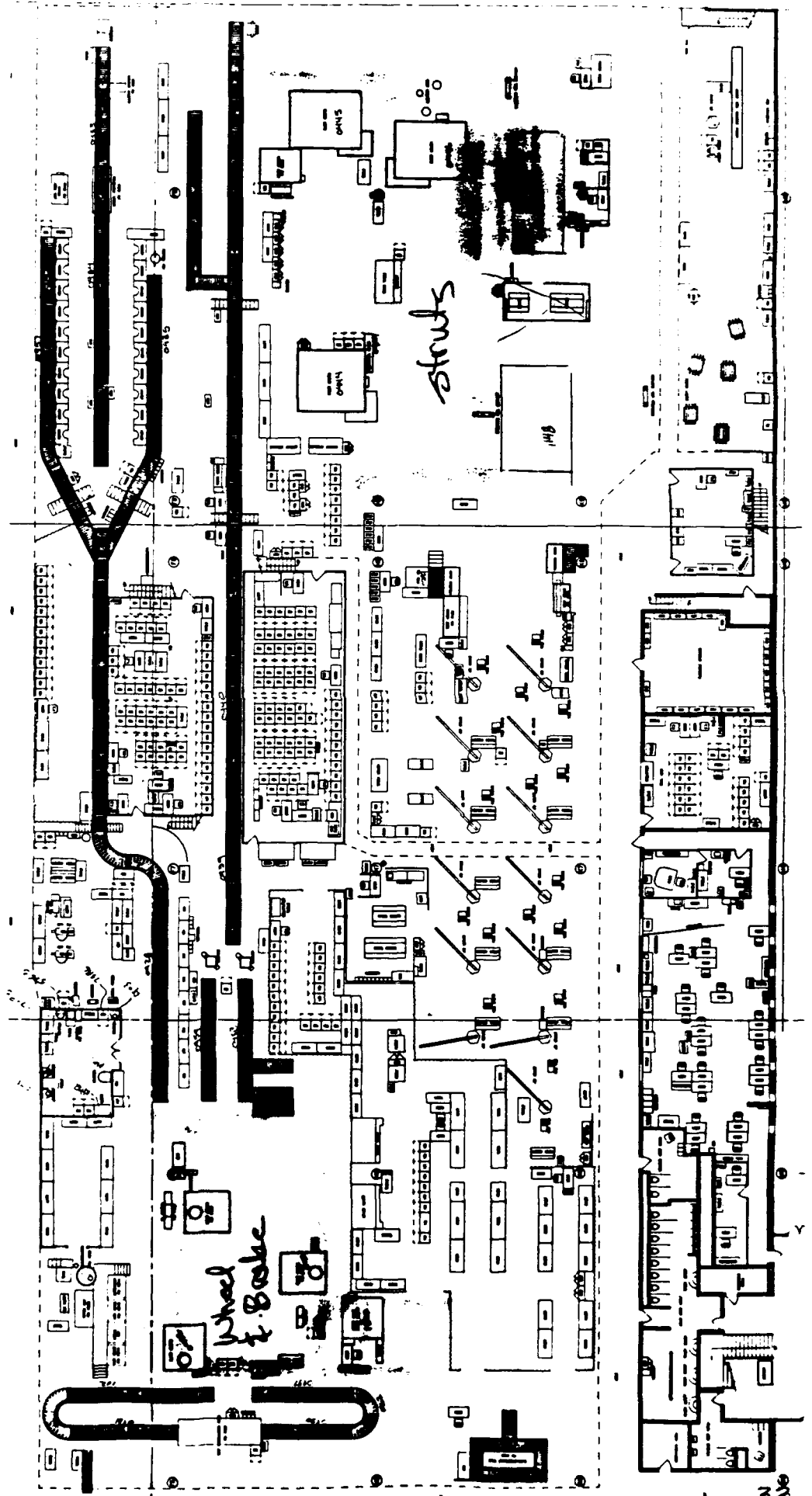
Areas used by student repair

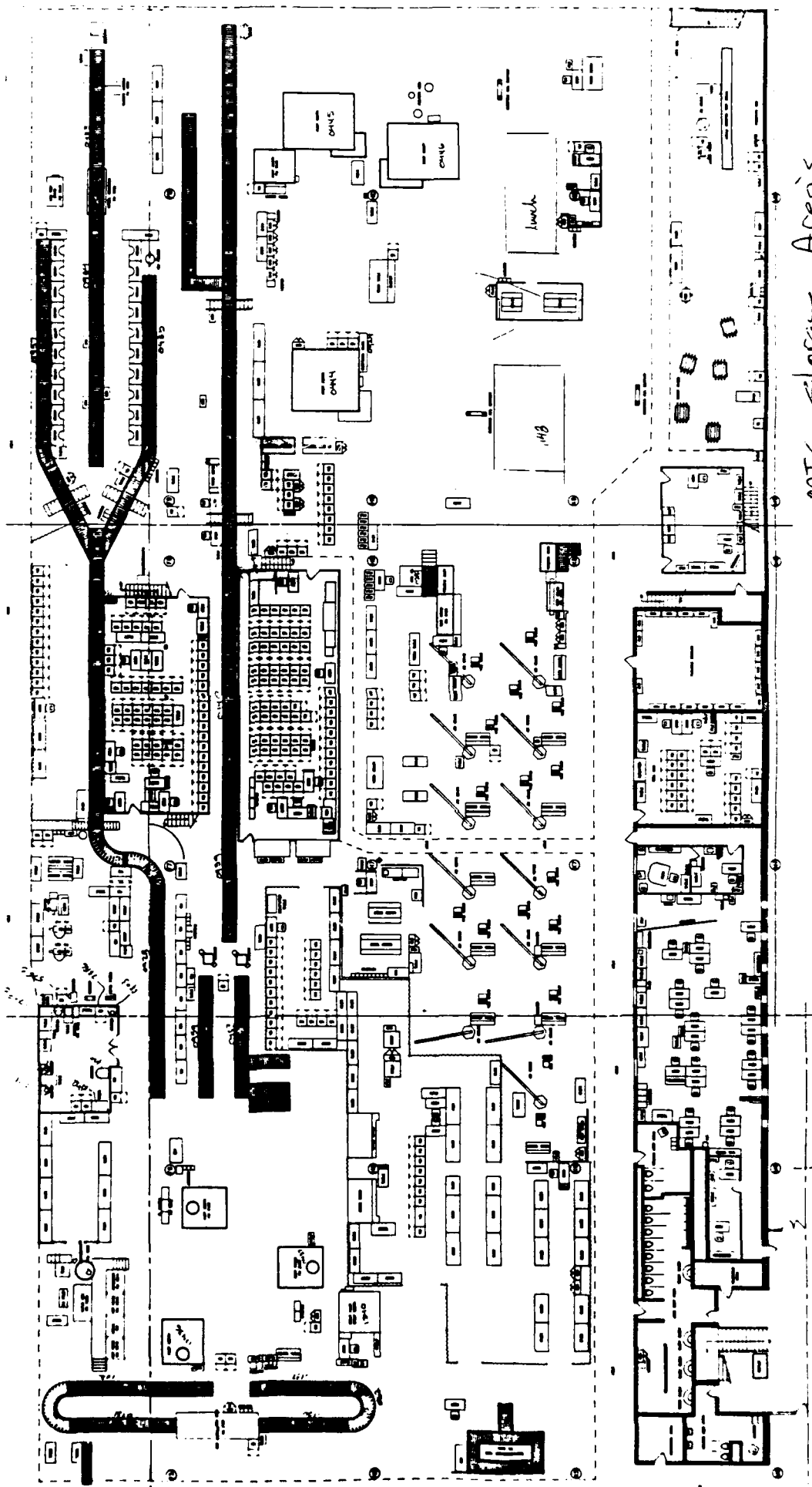




Assembly
Areas

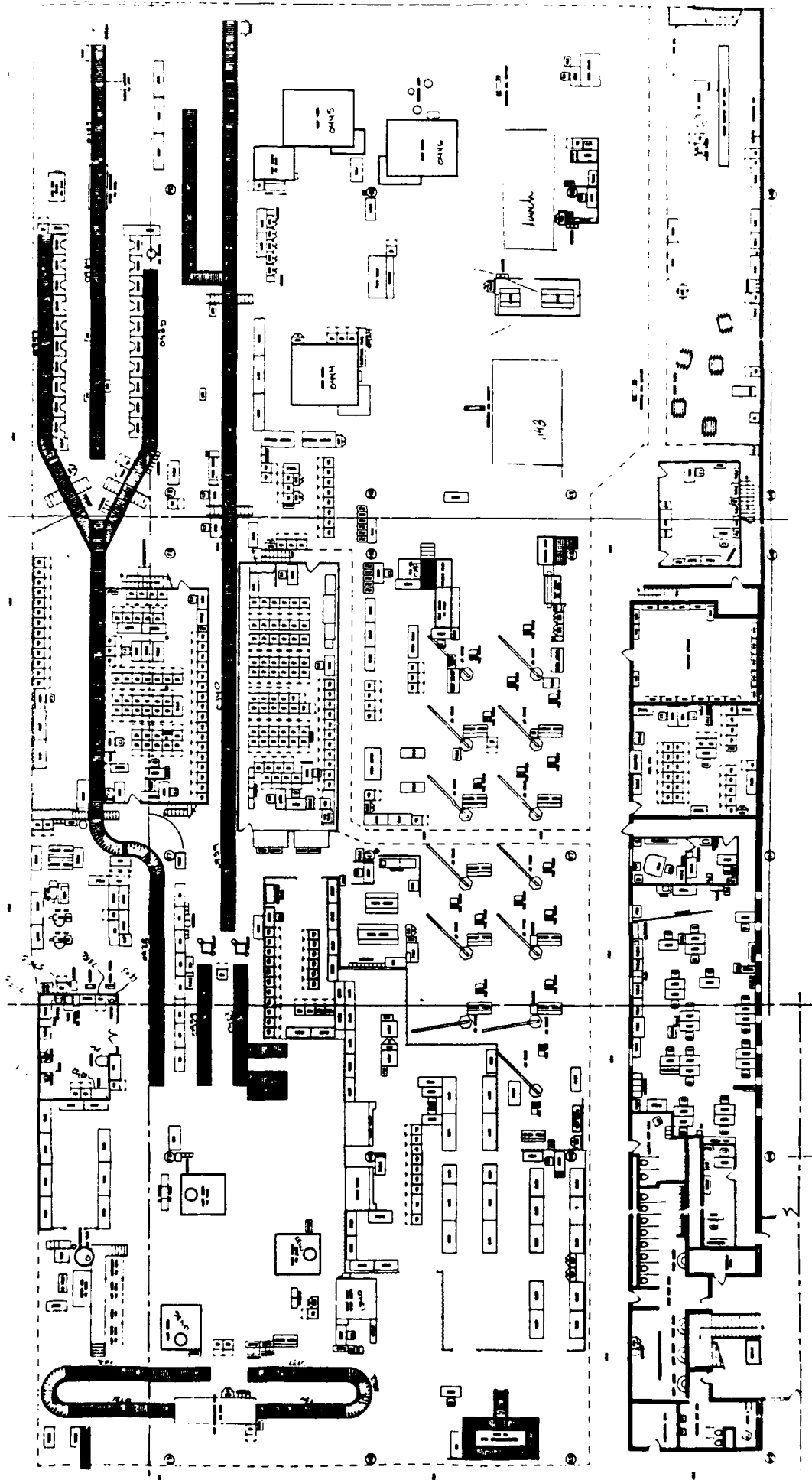
Faint Areas



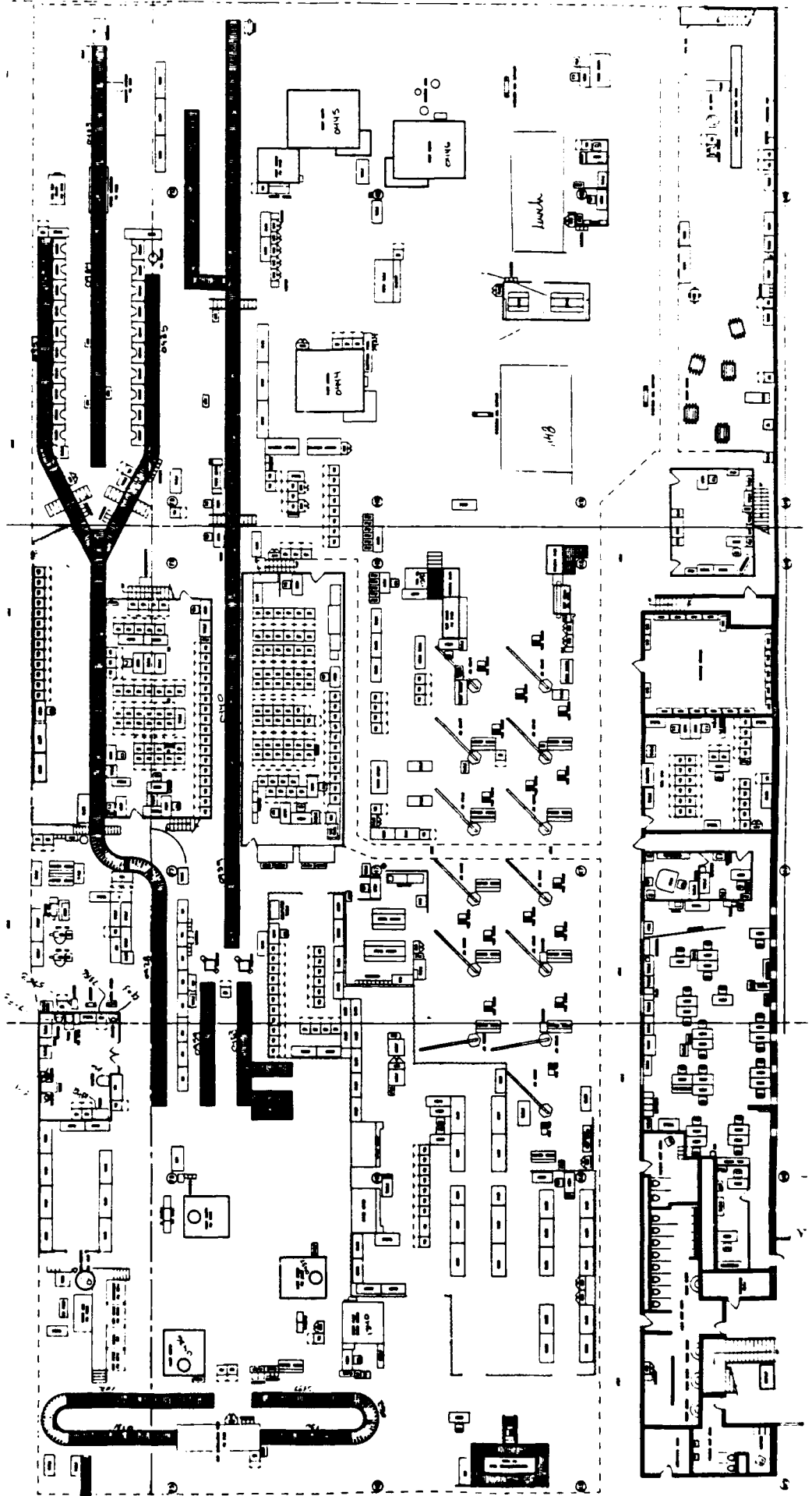


MIC Storage Areas
Small Parts Issue (Nuts, Bolts Etc)

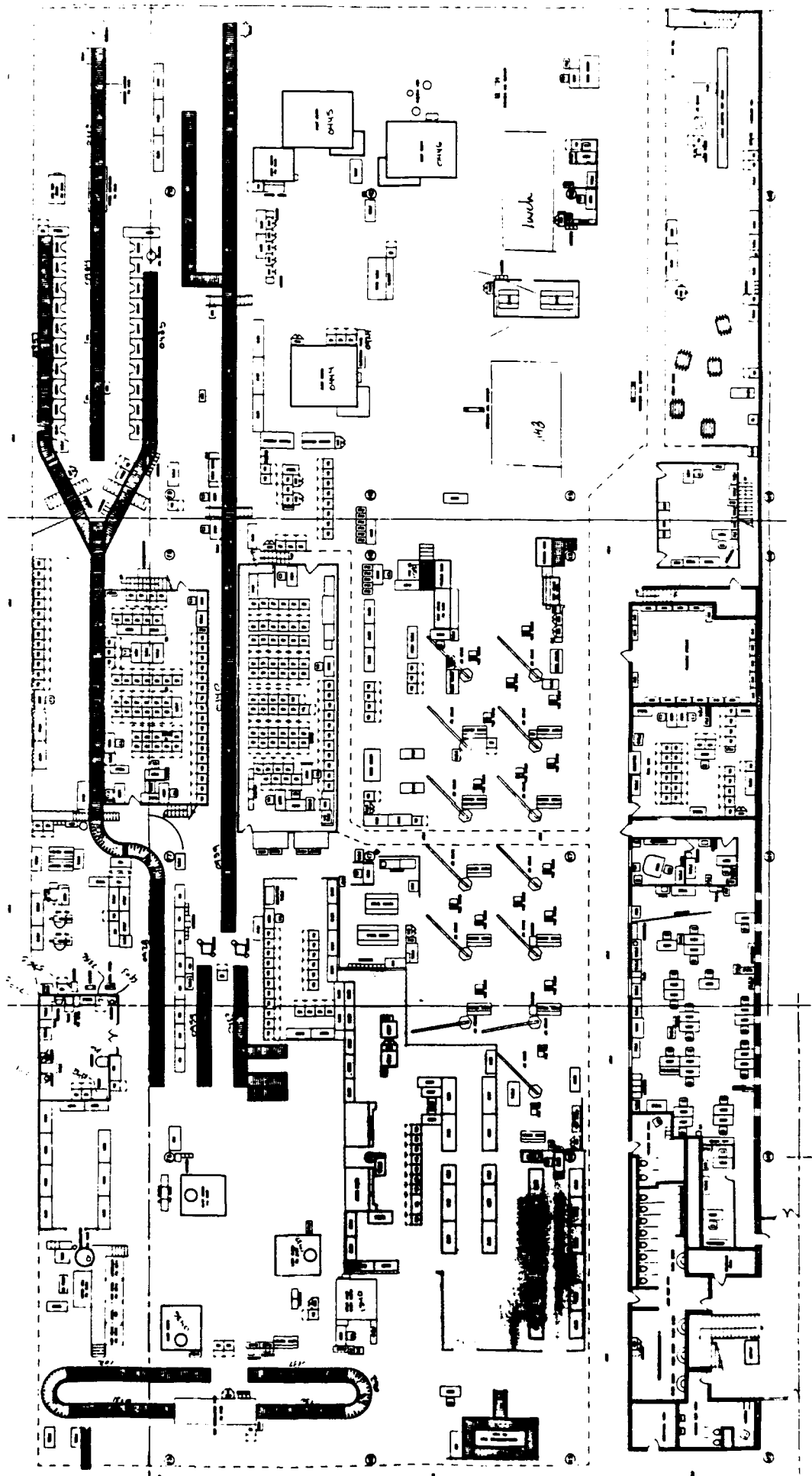
Wheel Mark up Area



Brake Match up Area



Strut Match-up Area



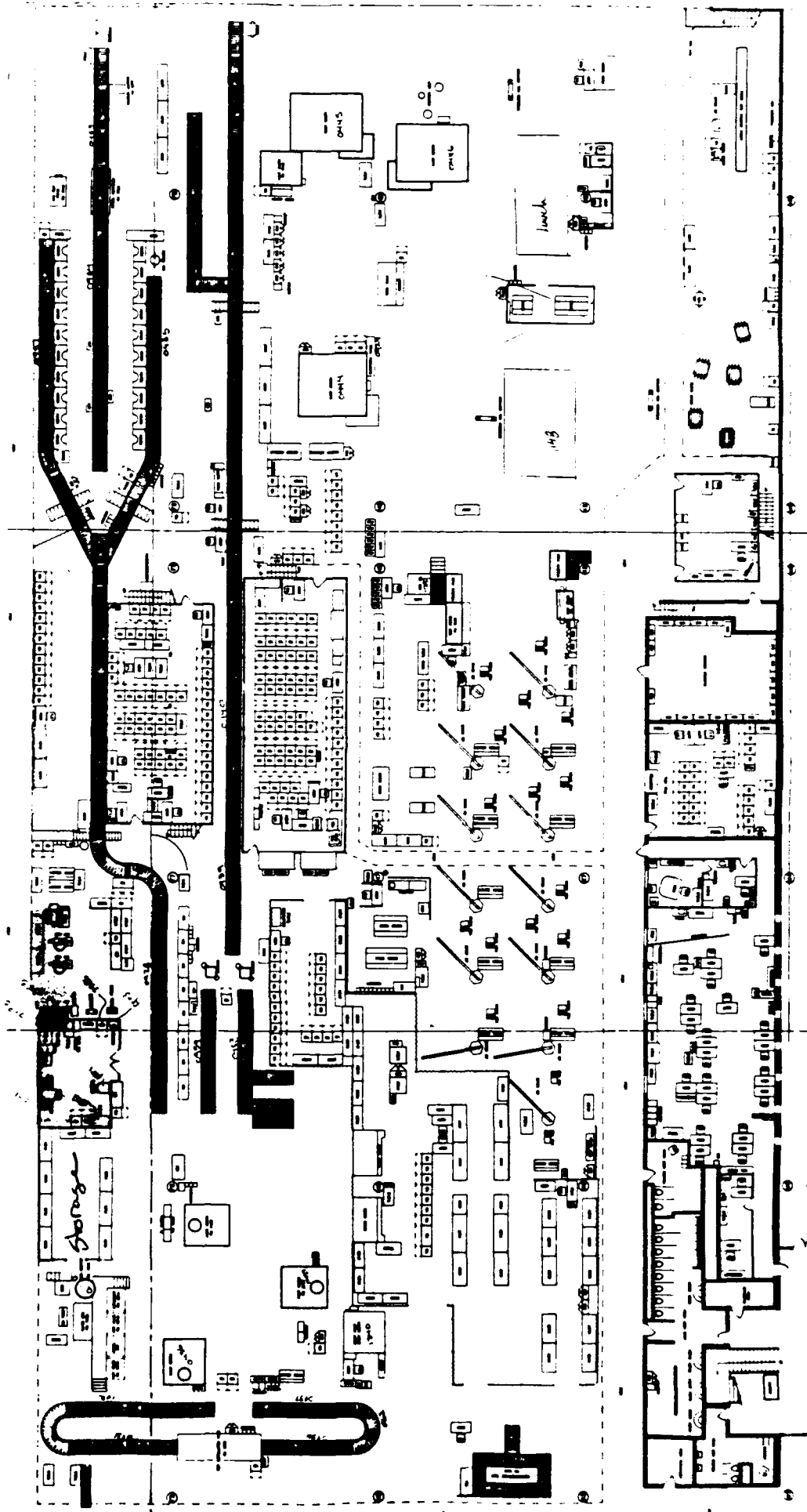
This is a detailed architectural floor plan of a large, complex building, likely a research facility or a large-scale administrative building. The plan is oriented horizontally, with a long, narrow corridor running through the center. The building is divided into several distinct sections, each with its own set of rooms and specialized equipment.

Key Features and Sections:

- Top Section:** Contains several large rectangular rooms, some of which are labeled with numbers like "143" and "144". There are also smaller rooms and corridors branching off from the main corridor.
- Central Section:** A large, open area with a grid of small, square rooms, possibly a laboratory or a data center. This area is flanked by larger rooms and corridors.
- Bottom Section:** Features a long, narrow corridor that runs the length of the building. Along this corridor are various rooms, including what appear to be storage areas, offices, and specialized rooms. There are also several large, rectangular rooms with specialized equipment, some of which are labeled with numbers like "145" and "146".
- Right Side:** A long, narrow corridor runs along the right side of the building, with various rooms and specialized equipment branching off from it.
- Left Side:** A long, narrow corridor runs along the left side of the building, with various rooms and specialized equipment branching off from it.

The plan is highly detailed, showing the layout of walls, doors, windows, and specialized equipment. It is a technical drawing that provides a comprehensive overview of the building's internal structure and organization.

Brake plate riveting area



This is a detailed architectural floor plan of a large, complex building, likely an industrial or institutional facility. The plan is oriented horizontally, with a prominent vertical line running through the center. The layout is highly organized, featuring a central corridor system that branches out into various rooms and sections.

Key features of the plan include:

- Central Corridor:** A wide, central corridor runs vertically through the middle of the plan, providing access to various rooms and sections.
- Left Wing:** The left side of the plan features a large, curved structure, possibly a ramp or a large hall, with a series of smaller rooms and corridors branching off from it.
- Right Wing:** The right side of the plan shows a series of large, rectangular rooms, some of which are labeled with numbers (e.g., 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 86

EQUIPMENT PROFILE

NAME <u>CHUCK CRAWFORD</u> ALC <u>00</u>		DATE <u>4-17-79</u>		RCC <u>MANPCP</u>		SHEET <u>2</u> OF <u>2</u>					
EQUIPMENT CODE	EQUIPMENT TYPE/DESCRIPTION	QUANTITY PER SHIFT			DOWNTIME			PERCENT USED FOR OTHER RCCs (A-B TIME NOT AVAILABLE)	ENVELOP UNITS MIN MAX	ALTERNATE EQUIPMENT CODE	SOURCE
		1st	2nd	3rd	FREQ	SHIFT	DOWN TIME					BREAKDOWN REPAIR TIME MTBF	MTTR
99707	TEST STAND TO TEST GEARS ON NORTH SIDE OF ASSY	1			183	1	8 HR.	0		99709	PAUL WILSON ROGER TACOBSON
T.S.01	PRE ASY FIX VORE PREASSEMBLY FIXTURE S.E. CORNER	1			0	0	0	0		TS02 TS03 TS04	STEVE BLACK PART # ON COVER
T.S.02	PRE ASY FIX VORE PREASSEMBLY FIXTURE N.E. CORNER	1			0	0	0	0		TS01 TS03 TS04	STEVE BLACK PART # ON COVER
T.S.03	PRE ASY FIX VORE PREASSEMBLY FIXTURE S.W. CORNER	1			0	0	0	0		TS01 TS02 TS04	STEVE BLACK PART # ON COVER
T.S.04	PRE ASY FIX VORE PREASSEMBLY FIXTURE N.W. CORNER	1			0	0	0	0		TS01 TS02 TS03	STEVE BLACK PART # ON COVER
P.T.01	PORT STAND A PORTABLE STAND USED FOR MOVING GEARS	1			0	0	0	0		PT02	STEVE BLACK NO PART #
P.T.02	PORT STAND A PORTABLE STAND USED FOR MOVING GEARS	1			0	0	0	0		PT01	STEVE BLACK NO PART #
*PT01	PISTON FIX TEST STAND FOR PISTON CYLINDER	1			0	0	0	0		---	STEVE BLACK NO PART #

EQUIPMENT PROFILE

NAME CHUCK CRAWFORD				ALC CO		DATE 4-11-89		RCC MANAGER		SHEET 1 OF 2				
EQUIPMENT CODE	EQUIPMENT TYPE/DESCRIPTION	QUANTITY PER SHIFT			PREVENTIVE MAINT.			DOWNTIME		PERCENT USED FOR OTHER RCCs (a.s. TIME NOT AVAILABLE)	ENVELOP UNITS		ALTERNATE EQUIPMENT CODE	SOURCE
		1st	2nd	3rd	FREQ.	SHIFT	DOWN TIME	MTBF	MTTR		MIN	MAX		
PM5558	TEST STAND VORE ASSEMBLY STATION ON SOUTH WALL	1			183 DAYS	1	2.8 HRS EACH	282	3.8 HRS					DENNIS WILSON
CD440	SPACE SAVING VORE STORAGE UNIT ON EAST WALL	1			0	0	0	0	0					CHETT FOREE MADPS
PM0184	JIB CRANE NORTH SIDE 0184	1			122 DAYS	1	1 HR EACH TIME	262	4.1 HR					DENNIS WILSON
PM0199	JIB CRANE SOUTH SIDE 0199	1			122	1	1 HR	313	3.4 HRS					DENNIS WILSON
NFO4 *	NOSSEFIXTURE LANDING GEAR NOSE FIXTURE C-5	1			0	1	0	0	0					STEVEN BLACK PART # MADE UP ABOVE ON EQUIP
CE26	OVERHEAD CRANE OVER HEAD CRANE	1			1	1 2 3	3 DAYS	0	0					MSCT EDWARDS DEM BM
PM5551	TEST STAND VORE ASSEMBLY STATION (CENTERS)	1			183 DAYS	1	1.4 HR EACH TIME	0	0				PM5561	DENNIS WILSON
CD444	SPACE SAVING WALL STORAGE UNIT ON WEST WALL	1			0	0	0	0	0					CHETT FOREE MADPS
S.T.01 *	CLEANING SOLVENT FADER WASHING SMALL PARTS	1				0		0	0					STEVEN BLACK FORMAN
CD445	SPACE SAVING NORTH UPSTAIRS SPACE SAVER	1			0	0	0	0	0					CHETT FOREE MADPS
99709	TEST STAND VORE ASSEMBLY STATION ON SOUTH SIDE	1			183	1	8 HR	0	0				99707	PAUL WILSON ROGER JACOBSON
PM5561	TEST STAND VORE ASSEMBLY STATION NORTH	1			183 DAYS	1							PM5557	DENNIS WILSON

* TRSC ITEMS WERE NOT NUMBERED

THEREFORE WE ASSIGNED A # FOR THE MODEL TO USE

* SEE NOTES ON FREQ. AND DOWNTIME ON PREL. MAINT. STATEMENT 52

ENC 210000111

THE ADVERAGE TIME GIVEN TO US BY
LARRY WATSON FOR MAINTANCE ON CRANES & LIFTS ECT

180 DAY MAIN.

ELECT 15 MIN

MECH 30 MIN

LUB 15 MIN.

365 DAY MAINTANCE.

LUB - 30 MIN

CERT 30 MIN

EQUIPMENT CAL

	90	180	365
MECH	30	30	30
ELECT			15
LUB		15	30
CERT			30

YORK
ASSY
STATION

PM 0184

180 mins

Jib CRANE

365 ÷ 3 = 122 Days

PM 0199

	90	180	365
MECH	30	30	30
ELECT			15
LUB		15	30
CERT			30

Jib
CRANE

180 TOTAL MIN - 3 HR

X = 3 Times a Year

365 ÷ 3 = 122 Days

25 DOWN TIME ONCE A YEAR

FOR 3 DAYS. TOTAL REFURBISH

OVER HEAD CRANE

MECH	180	365
ELECT	30	30
LUB	15	15
CERT	15	30
		30

YORK
ASSY
STATION

TOTAL TIME 165

165 ÷ 2 = 82.5 MIN - 60 = 1.4 HRS

FREQ 2 TIMES 1 YEAR AT 1.4 HRS

YORK ASSY UNIT

	180	365
MECH	30	30
ELECTRICAL	15	15
LUB	15	30
CERT		30

TOTAL TIME 165 MIN

165 ÷ 2 = 82.5 MIN - 60 = 1.4 HRS

365 ÷ 2 TIMES = 182.5 = 183 DAYS

PM 5561

344 345 12-11-89
 55 36 2-4-88
 6 41 2-10-88
 343 324 1-17-89
 25 44 2-18-89

7/1834
 262 Day MTRF

7/29
 4.14 = 4.1 HRS. EACH
 PM 0184

567 32 - 2/1/84
 -333
 715 113 234 8-22-85
 365-86
 213 219 - 8-7-87
 4 223 8-11-89
 124 343 12-15-87
 157 139 5-19-88

1567 ÷ 313.4 days

20.5 ÷ 6 = 3.4 hrs

PM-0199

722 32 2-1-84
 833-
 365-85
 24 1-24-86
 340 364 12-30-86
 85 84 3-25-87

3/11 47
 282 days

3/11.5
 3.8 HRS. EACH

PM. 5558
 TEST STAND

REPORT DATE 04/13/89

CRANES REPORT

SORTED BY BUILDING NUMBER

MBUILD

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MURKPT
PGM001

BLDG DES RECET R CAPACITY DRIVE MAKE TYPE STYLE REMARKS

LIST OF OVERHEAD CRANES

00505	CE20	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 7
00505	CE21	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	BLAST RM
00505	CE22	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	BLAST RM
00505	CE23	900228	Y	1000	AIR	BUDGET	MONO	L CHAI	BLAST RM
00505	CE24	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 5
00505	CE25	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 2
00505	CE26	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 2
00505	CE27	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 4
00505	CE28	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 4
00505	CE29	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 2
00505	CE30	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 9
00505	CE31	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	LINE 5
00505	CE32	900228	Y	1000	ELEC	BUDGET	MONORAIL	L CHAI	LINE 4
00505	CE33	900228	Y	1000	ELEC	BUDGET	MONORAIL	L CHAI	LINE 6
00505	CE34	900228	Y	1000	ELEC	BUDGET	MONORAIL	L CHAI	LINE 7
00505	CE35	900228	Y	1000	ELEC	BUDGET	MONORAIL	L CHAI	LINE 8
00505	CE36	900228	Y	1000	ELEC	BUDGET	MONORAIL	L CHAI	LINE 7
00505	CE37	900228	Y	1000	ELEC	BUDGET	MONORAIL	L CHAI	LINE 8
00505	CE38	900228	Y	1000	ELEC	BUDGET	MONORAIL	L CHAI	LINE 4
00505	CE39	900228	Y	1000	ELEC	BUDGET	MONORAIL	L CHAI	LINE 8
00505	CE40	900228	Y	1000	ELEC	BUDGET	MONORAIL	L CHAI	LINE 8
00505	CE41	900228	Y	1000	ELEC	BUDGET	MONORAIL	L CHAI	LINE 5
00505	CE42	900228	Y	1000	ELEC	BUDGET	MONORAIL	L CHAI	LINE 9
00505	CE43	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00505	CE44	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00505	CE45	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00505	CE46	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00505	CE47	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00505	CE48	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00505	CE49	900228	Y	1000	ELEC	BUDGET	MONO	L CHAI	
00507	CE1	900331	Y	1000	ELEC	BUDGET	BRIDGE	L CHAI	
00507	CE10	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE11	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE12	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE13	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE14	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE15	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE16	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE17	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE18	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE19	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE2	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE20	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE21	900331	Y	1000	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE22	900331	Y	1000	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE23	900331	Y	1000	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE24	900331	Y	10 TON	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE25	900331	Y	4 TON	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA
00507	CE26	900331	Y	5 TON	ELECT.	WRIGHT WAY	BRIDGE	L CHAI	MACHINE SHOP AREA

CL # 25 has had maintenance problems in the past year.

B 12

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REPORT DATE 06/18/89

CRANES REPORT

SORTED BY BUILDING NUMBER

MBULO
MUYXRT
PGM001

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BLDG NO	DES	RECENT DATE	R	CAPACITY	DRIVE	MAKE	TYPE	STYLE	REMARKS
00507	CE27	900331	Y	3 TON	ELECT.	P&H	BRIDGE	WIRERO	HEAT TREATED AREA
00507	CE28	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	CRATING AREA
00507	CE3	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00507	CE4	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	CHAIN	
00507	CE5	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00507	CE6	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00507	CE7	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00507	CE8	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00507	CE9	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	LCHAIN	
00509	CE#1	891231	Y	500	AIR	INGERSOL RAND	MONORAIL	ROLL C	
00509	CE#2	891231	Y	500	AIR	INGERSOL RAND	MONORAIL	ROLL C	
00509	CE#3	891231	N	500	AIR	INGERSOL RAND	MONORAIL	ROLL C	MOIST IN STORAGE
00509	CE#4	891231	Y	10000	ELECT	DETRIOR	BRIDGE	WIRERO	
00509	CE#5	891231	Y	2000	ELECT	VALE	JTB	LINKCH	UPPER LIMITS NEEDS ADJUST
00509	CE#6	891231	Y	2000	ELECT	VALE	JTB	LINKCH	ADJUST UPPER LIMITS
00510	CE#1	890331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP
00510	CE#2	900331	Y	1 TON	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP
00510	CE#3	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP
00510	CE#4	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP
00510	CE#5	900331	Y	2000	ELECT.	WRIGHT WAY	BRIDGE	LINKCH	MACHINE SHOP
00510	CE#6	900331	Y	3 TON	ELECT.	COFFING	BRIDGE	LINKCH	MACHINE SHOP
00510	CE#1	900331	Y	2000	ELEC	WRIGHT WAY	BRIDGE	WIRERO	
00511	CE#2	890331	Y	1000	ELECTR	P&H	ELECTRIC	WIRERO	
00511	CE#3	890331	Y	1 TON	ELECTR	BUDGET	MONORAIL	LINKCH	HAS 500# ON END PLATE
00511	CE#4	890331	Y	1000	ELECTR	P&H	MONORAIL	WIRERO	
00511	CE#5	890331	Y	1000	ELECTR	P&H	MONORAIL	WIRERO	
00511	CE#6	890331	Y	1000	ELECTR	P&H	MONORAIL	WIRERO	
00511	CE#7	890331	Y	1000	ELECTR	P&H	MONORAIL	WIRERO	
00515	CE#1	891231	Y	1000	MANUAL	VALE	MONORAIL	LINKCH	
00515	CE#3	891231	Y	1000	MANUAL	VALE	MONORAIL	LINKCH	
00515	CE#4	891231	Y	1000	ELECT	3UDGIT	MONORAIL	ROLLER	
00534	CE#1	891231	Y	2000	ELECT	VALE	MONORAIL	WIRERO	NEEDS UP LIMITS
00575	CE#1	891231	Y	4000	ELECT	P&H	MONORAIL	WIRERO	NEEDS STOPS EACH END
00576	1	900131	Y	5 TON	ELECT.	DETRIOR	MONORAIL	CABLE	PANDENT WIRE BAD
00577	CE#1	900131	Y	2000	ELECT	VALE	MONORAIL	LINKCH	
00589	1	900131	Y	1 1/2 TON	MANUAL	DETRIOR	MONORAIL	CHAIN	CE#1
00589	2	900131	Y	1 TON	ELECT.	DUFF	MONORAIL	CHAIN	CE#2
00589	3	900131	Y	1 1/2 TON	MANUAL	COFFING	MONORAIL	CHAIN	CE#3
00589	4	900131	Y	3 TON	ELECT.	COFFING	BRIDGE	CABLE	CE#4
00589	5	900131	Y	3 TON	ELECT.	COFFING	BRIDGE	CABLE	CE#5
00589	6	900131	Y	2 TON	MANUAL	COFFING	MONORAIL	CHAIN	CE#6
00590	CE#1	891130	N	7000	ELECT	PSH	BRIDGE	WIRERO	WIREROPE BAD
00590	CE#2	891130	Y	2000	ELECT	PSH	BRIDGE	WIRERO	PENDANT WIRE BROKEN AT 30X
00590	CE#3	891130	Y	7000	ELECT	PSH	BRIDGE	WIRERO	TROL SHAFT BENT, BAD WIRES
00590	CE#4	891130	Y	2000	ELECT	PSH	BRIDGE	WIRERO	BAD POWER LINES, HAND CONTROL
00590	CE#5	891130	N	2000	ELECT	WRIGHTWAY	MONO GRANTRY	LINKCH	ELECT MECH PROBLEMS
00590	CE#6	891130	Y	6000	MANUAL	D-ROUND	MONO GRANTRY	LINKCH	
00592	CE1	900228	Y	1000	MANUAL	CYCLONE	MONO	L CHAI	
00592	CE2	900228	Y	1000	MANUAL	COFFING	MONO	L CHAI	

MAINTANCE FOR OVER HEAD CRANES.

DEMBM
73209-1346
2849TH CES

LOADING# _____ CES# _____

DATE _____

MAKE _____ MODEL _____ S/N _____ LOCATION _____

CAPACITY _____ TYPE _____ DRIVE _____ STYLE _____

EQUIPMENT _____ N/A OK FAULTY

RAIL INTERLOCKS				
RAIL SPLICES				
RAIL SUPPORTS				
RAIL STOPS				
RAIL LIMIT SWITCHES				
TROLLEY TRAIN WHEELS				
TROLLEY TRACK BEARINGS				
TROLLEY WIRES & COLLECTOR				
MAIN HOIST WIRE ROPE				
AUXILIARY HOIST WIRE ROPE				
CONTROL BUTTONS				
IDENTIFICATION CONTROL BUTTONS				
WARNING DEVICE				
HOIST HOOK SAFETY DEVICE				
AUXILIARY HOIST HOOK SAFETY DEVICE				
HOIST LIMIT SWITCH-MAIN				
HOIST LIMIT SWITCH-AUXILIARY				
HOIST SHEAVE WHEEL				
AUXILIARY HOIST SHEAVE WHEEL				
HOIST HOOK				
AUXILIARY HOIST HOOK				
CLEANLINESS				
LUBRICATION				
GUARD RAILS				
CAPACITY SIGNS				
HAND SIGNAL SIGNS				
WARNING SIGNS				
FULL OPERATIONAL FUNCTIONS				

COMMENTS: NOTE ANY POTENTIAL HAZARDS OR MALFUNCTIONS TO SUPERVISOR IMMEDIATELY IN WRITING.

SIGNATURE _____

QTY	NSN	Desc.	Date Received	Expected Life.
1	3950 P 879196 F	4 Ton Bridge Crane	1977	Indefinite
3	1730-00-079-3092	Adapt Hoist	1975	"
1	507 4920-00-917-6481	Support Fixture	1975	"
2	1730-00-760-9617	Kit Adapter	1975	"
1	3920-00-855-8620	Trailer Whse	1980	"
2	4920-00-039-7093	Fixture	1975	"
2	4920-00-102-4832	Fixture 455005610	1980	"
1	4920-00-138-8257	Plug Test	1975	"
1	4920-00-153-5293	Holding Fixture	1979	"
2	4920-00-153-5290	Holding Fixture	1980	"
1	4940-00-490-4613	Tank Pressure Feed.	1980	"
1	6130-00-447-7744	Power Supply	1975	"
1	4920-00-442-7113	Adapter	1980	"

MADP SKILL CODE INDEX

SKILL CODE	TRANSLATION
1	AIR CONDITIONING
2	ELECTRICAL
3	MECHANIC
4	LUBE
5	PLUMBING
6	CERTIFICATION
7	VIBRATION ANALYSIS
8	LASER LEVEL

Pauc

Point

Equipment

1. WHILE TALKING WITH CHET FOREE OF MAOPS. HE STATED THAT, EACH ORGANIZATION HAS TO REQUEST THAT A PREVENTIVE MAINTENANCE SCHEDULE BE SET UP ON THEIR EQUIPMENT,
2. THE EQUIPMENT IN THE CS AREA. IS RELATIVE NEW
3. THE EQUIPMENT IS IN EXCELLENT CONDITION. IT SEEMS TO BE WELL MAINTAINED.
4. THE EQUIPMENT ~~IS~~ SEEMS ~~USE~~ TO WORK VERY WELL FOR THE EMPLOYEES. IN THE CS AREA ~~IS~~ THE EQUIPMENT IS VERY LARGE, DUE TO THE SIZE OF THE PRODUCT. IT HAS BEEN SPECIALLY DESIGNED FOR THAT APPLICATION.
5. THE ONLY PROBLEM THAT I COULD SEE WAS THE SOLVENT TANK WHICH THE USE FOR WASHING PARTS. THAT PROCESS SHOULD PROBABLY BE LOOK IN TO. I WOULD SUGGEST EITHER A DIFFERENT PARTS. WASHER. OR DIFFERENT PROCESS.
6. ~~WE~~ I GOT THE INFORMATION FOR THE OVER HEAD CRANE FORM. MSGT. EDWARDS. DE MBM. IN BUILDING 30. PHONE 73209.
7. INFO FOR THE P.M. DATA WE GOT FROM DENNIS WILSON AND LARRY WATSON

4/18/80

ANALYSIS REPORT OF
TROUBLE CALLS FOR SPECIFIC PM NUMBERS

PM NO Nomenclature REQ. DATE COMP. DATE PROD. NO MP. NO SHOP MANHRS COST PROBLEM

00000000 TEST STAND

1/24/86 1/27/86 86010629 0 43E 2.0 40.00 OVERHEAD HOIST SHORTING OUT

HOIST ELECTRIC 12/30/86 12/31/86 86120709 0 43E 4.0 80.00 IN SWITCH

HOIST ELECTRIC 3/25/87 3/26/87 87030859 0 43 5.5 110.00 BRAKE RESURFACE

003558

11.5 230.00

11.5 230.00

4/19/89

PAGE 1

ANALYSIS REPORT OF
TROUBLE CALLS FOR SPECIFIC PM NUMBERS

PM.NO	NOMENCLATURE	REQ.DATE	COMP.DATE	PROD.NO	MP.NO	SHOP	MANHRS	COST	PROBLEM
000184	JIB CRANE	9/24/85	9/24/85	85090745	0	43M	4.0	80.00	JUMPED TRACK AND JUMPED STOP INTO ELECTRICAL LIN
	CRANE JIB	11/12/86	11/12/86	86110246	0	23	3.0	60.00	MFG NEW CHAIN CAM
	CRANE JIB	12/11/87	12/10/87	87120369	0	43	8.0	160.00	DISASSEMBLE AND INSPECT
	CRANE JIB	2/ 4/88	2/ 4/88	88020157	0	43M	4.0	80.00	JUMPED A STOP / OFF TRACK
	CRANE JIB	2/10/88	2/11/88	88020405	0	43	2.0	40.00	JUMPED STOP
	JIB CRANE 2 TON	1/19/89	1/19/89	89010547	0	43M	4.0	80.00	CABLE THAT SUPPORTS ELECTRICAL CABLE BROKEN
	JIB CRANE 2 TON	2/13/89	2/15/89	89020403	0	43M	4.0	80.00	SAFETY CABLE IS BROKEN

000184

29.0 580.00
=====

X MTRC = 1734g 20 Failures
X MTRC = 4.0

4/18/89

PAGE 1

ANALYSIS REPORT OF
TROUBLE CALLS FOR SPECIFIC PM NUMBERS

PM NO	NOMENCLATURE	REQ. DATE	COMP. DATE	PROD. NO	MP. NO	SHOP MANHRS	COST PROBLEM
000100	JIB CRANE	234	8/22/85	85080654	0 43	3.0	60.00 CONTROLS PULLED OUT OF HOIST
	CRANE JIB	121	5/ 1/87	87050029	0 43E	2.0	40.00 WIRE TO MOTOR HAS COME LOOSE
	CRANE JIB	219	8/ 7/87	87080219	0 43M	6.0	120.00 MAKILNG NOISE / BARELY MOVING UP AND DOWN
	CRANE JIB	223	8/11/87	87080299	0 23	0.5	10.00 MFG PLATE FOR CHAIN BUCKET
	CRANE JIB	317	12/15/87	87120486	0 43	8.0	160.00 DISASSEMBLE AND INSPECT
	CRANE JIB	139	5/19/88	88050608	0 43M	1.0	20.00 COVER FALLED OFF

000100

20.5 410.00

20.5 410.00

Equipment

- Strut Assembly -

Equipment used in this area consist mainly of. Jib cranes, universal lugs and workbenches. The equipment is adequate for the required job.

- Strut test -

The hydraulic test equipment is old and slow. This equipment is far from "state of the art" and should be replaced with more current equipment desired. Implimentation of Automatic test Equipment (ATE) might be expensive, but may also speed the testing process and increase the number of units tested per time period.

- Brakes -

- Riveting -

For the most part riveting equipment is general, older. There are riveting machines (spin or impact) and riveting presses. The riveting machines are old and outdated, but, they perform the intended function. The riveting area is very labor intensive and can be automated. A numeric control riveting machine has been installed in this area. The machine does not function very well and needs additional development in terms of process and tooling.

I feel that with the proper development of Automated riveting equipment 2 or 3 automated riveting machines can replace 9 or 10 existing machines

Other areas in the brake line are mostly manual labor and do not lend themselves to Mechanization or Automation.

The brake test area could probably be automated. As of this time I have not investigated the testing procedure enough to determine how much time could be saved by Automating the test equipment.

- Wheels -

Wheel equipment consists an oven used to heat wheel halves in order to install wheel bearing races and 2 wheel balancers. The oven is very adequate and is acceptable. The wheel balancers are of 2 varieties: static & dynamic.

The static balancer is used ~~the~~ ^{more} ~~common~~ ^{common} ~~one~~ ^{one}. The dynamic balancer is not used due to sensitivity to breezes and vibrations.

The remainder of the area used hand tools for assembly.

- Paint -

Several of the paint booths are in various states of disrepair. Some are leaking or on the verge of leaking. This is a problem common to both the wheel and brake line and also the strut paint line.

Equipment Profile

Equipment profile information was obtained by going to the floor and recording equipment numbers and then requesting maintenance records for these machines. The maintenance records came in 2 forms

1. a handwritten list of scheduled maintenance listing frequency, skill required per frequency, and Time per skill.
2. a computer printout of unscheduled maintenance labeled "Analysis Report of Trouble calls for specific PM numbers." This report list equipment # (PM#), Name, Requested date, completed date, Production number, ~~MP~~ 10., shop, man hrs, cost, and Problem.

- Scheduled maintenance -

The numbers for ~~frequency MTBF and MTTR~~ were frequency and downtime for preventative maintenance were determined as follows

frequency: MAXimum # of occurrences per year.

Example: If maintenance is scheduled at 30, ~~60, 90, 180, 365~~ days the frequency would be 30 days because ~~it is~~ it has the most occurrences per year.

Downtime: total time per year divided by maximum # occurrences.

Example: if maintenance is scheduled at 30, ~~90, 180 and 365~~ days and at 30 days it takes for the following rate

frequency	Hrs	occ	total/yr
30	1	12	12
90	2.5	4	10
180	2	2	4
365	4	1	4
			total 30

$$\text{Downtime} = \frac{30}{12} = 2.5 \text{ hrs per occurrences}$$

- Unscheduled Maintenance -

The numbers for MTBF and MTR for unscheduled maintenance were calculated as follows:

MTBF - the days between occurrences were calculated using a Julian date calendar and these numbers were averaged. If there was only ~~1 occurrence~~ downtime occurrence for that piece of equipment MTBF was calculated by taking the difference between when record keeping was started (Feb. 1984) and the occurrence, and between the occurrence and Now (4/22/84) and averaging the numbers.

MTR - Calculated by taking the total down time and dividing by the number of occurrences.

In some cases, ~~information~~ items not related to downtime are included in the times and occurrences. In these cases these items have ~~been deleted~~ omitted from the calculations. Example: "Manufacture ~~and~~ ~~Paint~~ ... Here Panels for paint booth". This time did not relate to downtime so was left out of the calculations.

The maintenance records for these items are in the Equipment Appendix.

4/28

Overhead Conveyor System

The overhead system in Bldg 507 consist of ~~6~~⁶ separate systems. 3 lines service the cleaning and NDI areas, 1 line services the plate shop, machine shop and strut assembly lines and 2 lines service the paint areas (wheel and brake, strut)

Line 1 services Line A and Line B of the cleaning area. This line ~~generally cleans~~ ~~it~~ services the steel cleaning and NDI areas. There are approximately 50 carriers on this line. The number of carriers will vary due to the number that are being worked on by maintenance.

Line 2 & 3 service Lines C, D, E and F of the cleaning area. Lines C and D are paint stripping, Line E and F are anodize strip, Line H is a special handling line. There is also a Zygo line. These 2 lines (2 & 3) contain between 120 and 125 carriers. Line 2 and 3 are interconnected.

Line 4 ~~services~~ runs from E and I to the plate shop to the front of the machine shop to the strut assembly area. There is 50 to 54 carriers on this line.

Line 5 services the wheel and brake paint area. There are 43 carriers currently on this line.

Line 6 services the strut paint area there are approximately 45 carriers on this line. Small parts are hung from racks so that several parts may be attached to one carrier.

5/2

1

Wheels - equipment envelope units/Area
Equipment area calc's

0931 - over loading conveyor

$$25(3) = 75 \text{ ft}^2 =$$

0435 - Bearing Cup Installation over

$$14(3) = 57 \text{ ft}^2$$

0936 over unloading conveyor

$$21(3) = 63 \text{ ft}^2$$

0962 Corner conveyor

$$\text{circum} = 2\pi R$$

$$= \frac{3\pi(4.5)}{2} = 14(3) = 42 \text{ ft}^2$$

0937 Exit conveyor (to wheel & brake point)

$$25 \text{ ft}(3) \text{ ft} = 75 \text{ ft}^2$$

0936, 0962, 0937 Form one conveyor from end of over to wheel and brake point loading

$$\text{total area} = 63 + 42 + 75 = \boxed{180 \text{ ft}^2}$$

* NOTE:

conveyors 0936, 0962 and 0937 are listed as PM 0936 on equipment profile sheet because they function as a single unit.

Wheels - equip envelope units/Area (cont)

0932 - Brake/Paint conveyor

$$34(3) = 102 \text{ ft}^2$$

922 - Overhead conveyor

43 carriers

MAX Load 2 F-4's per carrier
otherwise 1 per carrier

0959 - Wheel balance conveyor

$$30(3) = 90 \text{ ft}^2$$

0963 - Wheel Balance conveyor

$$30(3) + 3(3)(10) = 180 \text{ ft}^2$$

treat as
one unit
PM 0959

$$\text{Total Area} = 180 + 90 = \boxed{270 \text{ ft}^2} \leftarrow$$

WA0004 - Pre-Aspy conveyor/Work Bench
PM 0939

$$23(3) = 69 \text{ ft}^2$$

0940 - Aspy conveyor

$$96(3) = 288 \text{ ft}^2$$

WA0002 - Aspy Workarea

$$30(3) = 90 \text{ ft}^2$$

Wheels (cont)

3

WAC003 - Shipping & touchup area

$$115(3) = 345 \text{ ft}^2$$

Part Area Calculations

Treat Part area as a square even though parts are round.

Magnesium wheel - KC-135 Nose

$$\phi = 20'' \quad \frac{20(20)}{144} = 2.78 \quad \frac{\text{in}^2 \text{ ft}^2}{144} = \underline{\underline{2.8 \text{ ft}^2}}$$

Aluminum large - B-52 main

$$\phi = 32'' \quad \frac{(32)^2}{144} = 7.1 \quad = \underline{\underline{7.1 \text{ ft}^2}}$$

Aluminum medium C-5 main

$$\phi = 24'' \quad \frac{(24)^2}{144} = 4.0 \quad = \underline{\underline{4.0 \text{ ft}^2}}$$

Aluminum small - F-4 Nose

$$\phi = 10'' \quad \frac{(10)^2}{144} = .7 \quad = \underline{\underline{.7 \text{ ft}^2}}$$

* Aluminum small - F-4 to be used as 1 unit

5/3

Wheels

4

Number of Envelope units / part

Magnesium - KC-135

$$\frac{2.8}{.7} = 4$$

$$\underline{\underline{KC-135 = 4}}$$

Aluminum Large B-52

$$\frac{7.1}{.7} =$$

$$\underline{\underline{B-52 = 10}}$$

Aluminum Medium - C-5

$$\frac{4}{.7} =$$

$$\underline{\underline{C-5 = 5}}$$

Aluminum Small - F-4

$$\underline{\underline{F-4 = 1}}$$

Number of Envelope Units / equipment

(Unit Area = .7 ft²)

PM 0931 - Oven loading conveyor

$$\text{Area} = 75 \text{ ft}^2$$

$$\frac{75}{.7} = \underline{\underline{107}}$$

PM 0435 - Bearing Cup Installation Oven

$$\text{Area} = 57 \text{ ft}^2$$

$$\frac{57}{.7} = \underline{\underline{81}}$$

PM 0936 - Oven Unloading Conveyor
composed of PM 0936, 0937 and 0962

$$\text{Area} = 180 \text{ ft}^2$$

$$\frac{180}{.7} = \underline{\underline{257}}$$

Wheels (cont)

5

PM0922 - Paint overhead conveyor system

This area presents a problem. There are 43 carriers on this line. Each carrier holds 1 part except in the case of F-4 wheels which holds 2 per carrier.

If the MAX envelope were 10 units (largest wheel) it would work except for the carrier does not hold 2 KC-135 wheels (4 units each), or 10 F-4 wheels (1 unit ea.).

PM0595 - Wheel Balance Conveyor

Combine 2 conveyors that feed this area
PM0595 and PM0963

$$\text{Area} = 270 \text{ ft}^2$$

$$\frac{270}{.7} = \underline{\underline{385}}$$

WB0001 - static wheel balancer

the machine holds 1 part - regardless of size.

WB0002 - Dynamic wheel Balancer

this machine is rarely used but is ~~at~~ functioning and available should demand require it.

WA0004 - wheel Seal Installation & Matchup work Area. (PM0939)

$$\text{Area} = 69 \text{ ft}^2$$

$$\frac{69}{.7} = \underline{\underline{98}}$$

PM 0940 - Assembly Area Conveyor

Area = 288 ft²

$$\frac{288}{.7} = \underline{\underline{411}}$$

WA0002 - Wheel Assembly Work Area.

Area = 90 ft²

$$\frac{90}{.7} = \underline{\underline{128}}$$

WA0003 - Wheel Shipping and Touch up paint work Area

Area = 345 ft²

$$\frac{345}{.7} = \underline{\underline{492}}$$

EQUIPMENT PROFILE

NAME REPAIRMAN ALC DATE 10/1/71 RCC STUDS SHEET 1 OF 1

EQUIPMENT CODE	EQUIPMENT DESCRIPTION	QUANTITY PER SHIFT			PREVENTIVE MAINT.			DOWNTIME			PERCENT USED FOR OTHER ACCS (A-S TIME NOT AVAILABLE)	ENVELOPE UNIT		ALTERNATE EQUIPMENT CODE	SOURCE
		1st	2nd	3rd	FREQ.	SHIFT	DOWN TIME	MTBF	MTTR	MTTR		MIN	MAX		
100001	WIRE CABLE	13	13		90	1	1.2	814	7		0	1	1	—	
100050	TEST STAND Hydraulic test stand	2	2		90	1	1.9	58	6.8		0	1	8	—	Tests up to 8 individual studs
100059	CRANE struts test crane	1			90	1	5	365	2		0	1	1	—	
100099	WIRE CABLE B-52 overbuild res	5			90	1	1.1	44	7.1		0	1	1	—	
100140	PAINTING Re Paint Paint Booth	1			30	1	1.9	108	10.2		0	1	1	—	
100154	DEGRASSER hot degreaser	1			30	1	1.1	60	7		0			—	
100162	CONV. overboard conveyor	50			90	1	1.1	44	7.1		0			—	
100164	CONV. struts paint conveyor	15			90	1	1.1	44	7.1		0				
100144	PAINTING	1			30	1	1.9	111	5.3		0				
100145	PAINTING	1			30	1	1.9	50	7.3		0				
100146	PAINTING	1			30	1	1.9	16	10		0				
100162	PAINTING Bank table (grinds)	2	2												

SEE LARGE FACILITY LAYOUT for equipment locations.

EQUIPMENT PROFILE

NAME <u>Kepner, Kyle</u> ALC <u>00</u> DATE <u>5-22</u> RCC <u>Brakes</u> SHEET <u>1</u> OF <u> </u>															
EQUIPMENT CODE	EQUIPMENT TYPE/DESCRIPTION	QUANTITY PER SHIFT			PREVENTIVE MAINT.			DOWNTIME			PERCENT USED FOR UHH HCCs (e.g. TIME NOT AVAILABLE)	ENVELOPE UNIT		ALTIMATE EQUIPMENT CODE	SOURCE
		1st	2nd	3rd	FREQ.	SHIFT	DOWN TIME	MTBF	MTTR	MIN		MAX			
0H0001	OVERHEAD CRANE overhead dip tank crane	1	1	1	122		1.7	814	7		0	1	1	—	Holds 25 Rotors
DT0001	DIP TANK oil dip tank	1	1	1								1	1	—	Holds 25 Rotors
PR0001	ELV LIFTERS fixed bench	1	1	1								1	1	—	
PR0001	ELV LIFTERS fixed press	1	1	1	90		1.3	680	3.7		0	1	1	—	
W00005	WORK BENCHES work benches (rotors)	13	13												
PM0957	CONVEYOR	1	1	1	90		1.1	900	4		0	1	1	PM0955	
PM0955	CONVEYOR	1	1	1	90		1.1	900	4		0	1	1	PM0957	
CE98	OVERHEAD CRANE overhead crane	1	1	1	90		1.7	814	7		0			—	
BR0001	BRACKS STAND Brake plate stacking stand	1	1	1								1	1		
PM0449	TEST STAND Hydraulic test stand	8	8		90		2.1	110	7		0	1	1	—	Stations Not Independent
PM0604	CONVEYOR Rotor Conveyor	1	1	1	90		1.1	950	4		0	1	1	—	
PM0955	CONVEYOR Rotor Conveyor	1	1	1	90		1.1	950	4		0	1	1	—	

EQUIPMENT PROFILE

NAME <u>Kyle KERRMAN</u>		ALC <u>00</u>		DATE <u>5-25-87</u>		RCC		Brakes		SHEET <u>2</u> OF <u>2</u>			
EQUIPMENT CODE	EQUIPMENT TYPE/DESCRIPTION	QUANTITY PER SHIFT			DOWNTIME			PERCENT USED FOR OTHER HCCs (9. TIME NOT AVAILABLE)	ENVELOPE		ATTIMATE EQUIPMENT CODE	SOURCE	
		1st	2nd	3rd	FREQ.	SHIFT	DOWN TIME		MTBF	MTTR			MIN	MAX
71001	TABLE	2	2							1	8		
71006	WORK AREA	4											
71001	INSPECTOR Inspection table	1								1			
71003	RIVET MACHINE	1			90	1	1.3	953	1	1			
71003	Rivet machine	1			90	1	1.3	1112	6.3	1			
71003	RIVET MACHINE	1			90	1	1.3	953	1	1			
71003	Rivet machine	1								1			
71003	WORK AREA	1								1			
71003	WORK AREA	1								1			
71003	RIVET MACHINE	1			90	1	1.3	680	3.7	1			
71003	RC-135 Riveting Machine	1								1			
71003	REPAIR Removal Drill press	1								1			

Wheels

(

NAME <u>Ryle KEEHAN</u> ALC <u>00</u> DATE <u>5/3/89</u> RCC <u>MANPGP</u> SHEET <u>1</u> OF <u> </u>														
EQUIPMENT CODE	EQUIPMENT TYPE/DESCRIPTION	QUANTITY PER SHIFT			PREVENTIVE MAINT.			DOWNTIME			PERCENT USED FOR OTHER ACQS (e.g. TIME NOT AVAILABLE)	ENVELOP UNIT	ALTERNATE EQUIPMENT CODE	SOURCE
		14	24	34	FREQ	SHFT	DOWN TIME	UNUSUALLY DUE TO BREAKDOWN REPAIR TIME						
								MTBF	MTTR					
PM0031	QUEEN CON V	1	1		90	1	1.1	953	4	0	1	107	—	Ma Abundance Records
PM0435	QUEEN loading conveyor	1	1		0	1	0	88	10.9	0	1	81	—	11
PM0436	QUEEN CON V	1	1		90	1	1.1	953	4	0	1	257	—	11
PM0437	QUEEN unloading conveyor	43	43		90	1	1.1	44	7.1	0	1		—	43 carriers per line
PM0438	QUEEN CON V	1	1		90	1	1.1	953	4	0	1	395	—	11
PM0439	QUEEN CON V	1	1		—	—	—	—	—	0	1	?	—	11
PM0440	QUEEN CON V	1	1		90	1	1.1	953	4	0	1	98	—	11
PM0441	QUEEN CON V	1	1		90	1	1.1	953	4	0	1	411	—	11
PM0442	QUEEN CON V	1	1		90	1	1.1	953	4	0	1	128	—	11
PM0443	QUEEN CON V	1	1		—	—	—	—	—	0	1	492	—	11
PM0444	QUEEN CON V	1	1		30	1	1.9	18	5.4	0	1		—	11
PM0445	QUEEN CON V	1	1		30	1	1.9	18	5.4	0	1		—	11

EQUIPMENT PROFILE

Whod's

NAME Perkins ALC 00 DATE 5/4/87 RCC MANP&P SHEET 2 OF 2

EQUIPMENT CODE	EQUIPMENT TYPE/DESCRIPTION	QUANTITY PER SHIFT			PREVENTIVE MAINT.			DOWNTIME			PERCENT USED FOR OTHER INCS (4-8 TIME NOT AVAILABLE)	ENVELOP UNITS		ALTERNATE EQUIPMENT CODE	SOURCE
		1st	2nd	3rd	FREQ.	SHIFT	DOWN TIME	MTBF	MTTR	UNPLANNED BREAKDOWN REPAIR TIME		MIN	MAX		
PM0437	PAINTING	1	1	1	30	1	1.9	26.4	7.3		0			PM0436	most record floor intensive
PM0438	PAINTING	1	1	1	30	1	1.9	23.4	8.2		0			PM0437	11
PM0439	PAINTING	1	1	1	30	1	1.9	14.7	39.2		0				11
PM0440	PAINTING	2	2	2	-	-	-	-	-		0				
PM0441	PAINTING	1	1	1	30	1	1.1	32	7.2		0			PM0434	Both sides of bridge housing 5.11 record values
PM0442	PAINTING	1	1	1	30	1	1.3	65	9.2		0				11
PM0443	PAINTING	1	1	1	180	1	1	96	6.4		0				11
PM0444	PAINTING	1	1	1	180	1	1	121	4.4		0				11
PM0445	PAINTING	1	1	1	180	1	1	-	-		0				11
PM0446	PAINTING	2	2	2	-	-	-	-	-		0				
PM0447	PAINTING	1	1	1	180	1	1.0	124	6.8						
PM0448	PAINTING														

1.50-21000111

FROM: MANPS/MARTHA COTZEN

DATE PREPARED: 21 APRIL 1989

TO: TECHNOLOGY INSERTION PROGRAM (KYLE KIRSHAW, THURMAN, CHUCK)

SUBJECT: AVERAGE MANPOWER ASSIGNMENTS FOR PREVIOUS 4 QUARTERS IN MANPGP AND MANPGW

SKILL CODE AREA SHIFT	MANPGP		MANPGP		MANPGP		MANPGP		MANPGP		MANPGP		MANPGP		MANPGW		MANPGW		MANPGW		MANPGW	
	DI/HB	DI/HB	DI/HB	YG	3S	YK	YH	YH	YH	YH	HB/KI	DISASSEMBLY	CLEANING	DISASSEMBLY	HB/KI	DISASSEMBLY	HB/KI	DISASSEMBLY	HB/KI	DISASSEMBLY	HB/DI	HB/DI
	STRUTS	STRUTS	STRUTS	BRAKES	PAINT	C-3A	WHEELS	WHEELS	WHEELS	WHEELS	DISASSEMBLY	CLEANING	DISASSEMBLY	CLEANING	DISASSEMBLY	CLEANING	DISASSEMBLY	CLEANING	DISASSEMBLY	CLEANING	DISASSEMBLY	CLEANING
	DAYS	SWING	DAYS	DAYS	DAYS	DAYS	DAYS	DAYS	SWING	SWING	DAYS	DAYS	DAYS	DAYS	SWING	SWING	DAYS	DAYS	SWING	SWING	DAYS	DAYS
APR-JUN 88	16	4	15	13	16	11	9	16	14	20	10											
JUL-SEP 88 *	17	4	16	12	16	10	8	17	13	18	14											
OCT-DEC 88	15	0	16	12	17	9	0	23	17	22	19											
JAN-MAR 89	16	0	17	12	18	10	0	17	15	19	15											

*THERE WAS AN AVERAGE OF 12 EMPLOYEES LOANED INTO MANPGP AND MANPGW DURING THIS QUARTER--NOT SURE WHICH CREWS THEY WORKED ON.

WE ALSO HAVE 1 WS-8255-16 PNEUDRAULIC SYSTEMS MECHANIC GENERAL FOREMAN

1 WS-8255-14 PNEUDRAULIC SYSTEMS MECHANIC GENERAL FOREMAN

1 WS-3514-15 SWING SHIFT GENERAL MACHINIST FOREMAN FOR ALL OF MAN

3 GS-0802-09 ELECTRICAL ENGINEERING TECHNICIANS

1 GS-2005-05 SUPPLY CLERK (RESPONSIBLE FOR EQUIPMENT ACCOUNTS)

2 GS-3502-03 CUSTODIAL WORKERS (NOT AUTHORIZED POSITIONS)

TIME REQUIRED TO PREPARE REPORT: 3 HRS

COPIES OF POSITION DESCRIPTIONS ALSO PROVIDED WITH THIS REPORT

Desk Copy only

HQ, OGDEN AIR LOGISTICS CENTER
Directorate of Maintenance
Hill Air Force Base Utah 84056-5149

MA OPERATING INSTRUCTION 66-164

1 June 1987

Equipment Maintenance

SKILL CODES

This instruction establishes policies, procedures, and responsibilities for the control and assignment of skill codes within the Directorate of Maintenance (MA).

1. BACKGROUND. Skill codes established in this instruction identify various personnel skills available to accomplish current work loads.

2. GENERAL REQUIREMENTS:

a. The first position of the skill code, as prescribed by AFLCR 66-55, will be used as the standard basic code for all ALCs.

b. Exceptions to basic codes will be controlled at ALC level. For this reason, the attached skill code list may differ slightly from the one contained in AFLCR 66-55.

3. RESPONSIBILITIES:


a. Industrial Systems Engineering Branch (MAWS) will act as Office of Primary Responsibility (OPR) for the control and assignment of codes that are not contained in Attachment 1.

b. Engineering and Planning Branch (MA_E) personnel will:

(1) Use the attached skill code list to identify skill codes for applicable personnel.

(2) Refer additional skill code requirements to MAWS for approval and control.

OFFICIAL


G. VAL LOEGREEN
Chief, Resources Mgt Div
Directorate of Maintenance

RICHARD A. BROWNING, Colonel, USAF
Director of Maintenance

1 Attachment
Skill Code Roster

SUMMARY OF CHANGES

This revision adds skills A4, JN, MR, SC, SN, and YH (Attachment 1); changes definition of skill YG (Attachment 1).

Supersedes MAOI 66-164, 21 January 1986
OPR: MAWS (Dorothy Poulk)
DISTRIBUTION: F; X: 2849 ABG/DAP...1

SKILL CODE ROSTER

A. AIRCRAFT SYSTEMS MECHANIC.

AA. Aircraft Preparation, Painter, Cleaner E&I (Examination and Inventory)

AB. ECO (Electrical Check Out)

AC. Q-9 (Systems Checker)

AD. Radar

AE. Reclamation

AF. Flight Test

AG. Aircraft General

AK. Fast Fighter Support

AN. Preassembly

AR. Associated - Production Line

AS. Sheet Metal

AT. Fuel

AW. Area Support

A1. Fast Fighter Sub Kits

A2. Preassembly Sta #99

A3. Fast Fighter Sheet Metal

A4. Aircraft Expeditor

B. ENGINE MECHANIC.

BJ. Engine Minor Repair Component Inspector

C. AIRCRAFT ELECTRICIAN.

CA. Electric Harness Fabricator

D. PRODUCTION INSPECTION.

DA. X-ray Technician

DB. NDI Miscellaneous Components

DC. Ultra Sonic/Eddy Current Inspector
DD. Chemist
DE. Quality Assurance Specialist (Physical Science)
DF. Physical Science Technician
DH. Draftsman
DI. E & E Inspector
DK. Metallurgist
DL. Engineering Technician (Other Than Industrial)
DM. Physicist
DN. NDI Specialist-Aircraft
DP. Mathematician
DQ. Explosive Safety Specialist
DR. Computer Programmer
DS. Technical Reporter-Writer
DT. NDI Specialist-Missiles
DU. Statistical Clerk
DV. Computer System Analyst
DW. Parts Programmer

E. ELECTRONICS TECHNICIAN.

EA. Radar Repairer
EB. Radio Repairer
ED. Fire Control Systems Analyst
EE. PME Fabricator
EF. PME Repairer-Calibrator
EG. Electrical Mechanical Equipment Repairer
EH. Navigation Systems Repairer
EJ. Missile Components Repairer

- EN. Optical Instrumentation Technician
- EQ. Photographer, Scientific and Technical
- ER. Missile System
- ET. Training Aids
- EX. Photographic, Laboratory
- F. FABRIC MECHANIC.
 - FA. Parachute Repairer and Packer
 - FB. Textile and Leather Worker
- G. GYRO TECHNICIAN.
- H. HYDRAULIC.
 - HA. FIBER, MACHINE TENDER*
 - HB. Fluid Systems Component Repairer
 - HC. Aircraft Hydraulic Component
- J. SHOP MACHINIST.
 - J1 Listing Distribution (Pseudo Code)
 - JA. General Machinist
 - JB. Tool and Die Maker
 - JF. Tool and Die Fuel Cutting
 - JN. Machinist Support
- K. MACHINE OPERATOR.
 - KI. Blasting Machine Operator
- L. MISSILE SYSTEM ELECTRICIAN.
- M. MISSILE SYSTEMS MECHANIC.
 - MB. Cable-Testing and Repair
 - MC. Vibration-E
 - MQ. Missile System Mechanic
 - MR. Air Launch Cruise Missile (ALCM)
 - MT. Missile Transportation
- N. PNEUMATIC MECHANIC.

P. AIRCRAFT PROPELLER MECHANIC.

S. SHEET METAL MECHANIC.

SA. Aircraft Sheet Metal Parts Repairer

SB. Sheet Metal Worker

SC. Aileron and Rudder Repair

SF. Wing Surface Repairer

SL. Sheet Metal Shop Production Line

SM. Sheet Metal Manufacture

SN. Aircraft Door Repair

SO. Optical Alignment

SS. Aircraft Structural Repair

T. INSTRUMENT MECHANIC.

TA. Mechanical Test Equipment Repairer

TE. Electromechanical Components Repairer

TO. Instrument Mechanic

TP. Photographic and Equipment Repair

TS. Optics

U. PLATING WORKER.

UP. Plating (Overall)

V. PLASTIC & RUBBER MECHANIC.

VB. Fiberglass Mfg and Repairer

VE. Rubber Equipment Repairer

VG. Gasket Maker

W. WELDING and HEAT TREAT MECHANIC.

WF - FLAME SPRAY

WL. Welding and Heat Treating

WM. Welding-Consolidated

WP - CUTTING - PLASMA ARC

X. ARMAMENT MECHANIC.

XA. Ordnance Device Repairer

XB. Weapons Repairer

XC. Munition Mechanics

XE. Gun Mechanic

Y. AIRCRAFT ACCESSORIES MECHANIC.

YA. Aircraft Electrical Accessory Repairer

YB. Battery Repairer

YE. Electrical Equipment Servicer

YF. Electrical Accessory Repairer

YG. Brake Repairer

YH. Wheel Repairer

YJ. Hydrostatic Repairer

YK. Mechanical Components Repairer

Z. MISCELLANEOUS.

1. FLIGHT TEST.

1A. Systems Check

2. WOODWORKING MECHANIC.

2B. Cabinet Maker

2C. Tool and Pattern Maker

3. PAINTING MECHANIC.

3S. Spray Painter

4. INDUSTRIAL SHOP WORKER.

4E. Tube Repairer or Tube Maker

4I. Industrial Shop Worker General (Helper)

4M. Molder

4N. Bearing Mechanic

4P. Instrument Bearing Mechanic

5. AGE EQUIPMENT MECHANIC.

5A. Engineering Equipment Mechanic

5B. Power Generator Equipment Mechanic

5C. Power Ground Equipment

5D. AGE Electrician

5G. Power Support Systems

6. ENGINE ACCESSORY MECHANIC.

17575A CSA M STR4611020-107A

RCC MNPB

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84013

OPER TECH S S W F PF A/R REV

SUB	T K	OR A	FA	SUPPORT	OCC	DESCRIPTION	BASE	PFD	STD	A	
STEP	D L	K C	DC	ELEMENT	FACT	SUPPLEMENTAL	HOURS	TIME	HOURS	DLY PCT C	
0010	E	N	YK	EA 5	J 09038	1.00 PERCENT ENGR .0	ASSY STRUT C-5A M.L.G.	110.59	110.59		
0001			YK	00	00	.00	PART NUMBER/NSN	.000	.000	.000	0
0010						4611020-107A	1620010054191				
0020						4611020-105A	1620010054192				
0030						4611020-101A	1620010054193				
0040						4611020-103A	1620010054194				
0015			YK	02	00	1.00	PREP YOKE FOR ASSY	5.510	.000	5.510	5
0010	N					1.00	INST YOKE IN FIXTURE	5.51000		5.510	
0020			YK	01	00	1.00	INSTALL BALLSCREWS	5.510	.000	5.510	5
0010	N					1.00	ASSY BALLSCREW BORE	5.51000		5.510	
0025			YK	01	00	1.00	YOKE TO PREASSY STAND	5.510	.000	5.510	5
0010	N					1.00	INST OUTER & ELEC INSERT	5.51000		5.510	
0030			YK	01	00	1.00	INSTALL ALL UP TO HYD TUBING	5.510	.000	5.510	5
0010	N					1.00	INSTALL NECESSARY PARTS	5.51000		5.510	
0035			YK	01	00	1.00	INST FLEX LINES/CHAIN COVER	5.510	.000	5.510	5
0010	N					1.00	INST NEC PARTS	5.51000		5.510	
0040			YK	01	00	1.00	INST ROT CYLS & ELECT	5.510	.000	5.510	5
0010	N					1.00	INSTALL NECESSARY PARTS	5.51000		5.510	
0045			YK	01	00	1.00	TORQUE ALL ASSEMBLED PARTS	5.510	.000	5.510	5
0010	N					1.00	TORQUE ALL PARTS ASSEMBLED	5.51000		5.510	
0050			YK	01	00	1.00	MOVE TO TEST STAND	5.510	.000	5.510	5
0010	N					1.00	OK/CLOSE/ASSEMBLE	5.51000		5.510	
0055			YK	01	00	1.00	ASSY O.D PISTON/SPLINED TUBE	5.510	.000	5.510	5
0010	N					1.00	ASSY PISTON ASSY/SPLINED TUB	5.51000		5.510	
0060			YK	01	00	1.00	CHECK ALIGNMENT	5.510	.000	5.510	5
0010	N					1.00	CHECK ALIGN MARKS & TABS	5.51000		5.510	
0065			YK	01	00	1.00	GREASE & INSTL PISTON SUBASY	5.510	.000	5.510	5
0010	N					1.00	INSTALL PISTON SUBASSY	5.51000		5.510	
0070			YK	01	00	1.00	BUILD TOP END	5.510	.000	5.510	5
0010	N					1.00	ASSY TOP END	5.51000		5.510	
0075			YK	01	00	1.00	PRESSURIZE STRUT	5.510	.000	5.510	5
0010	N					1.00	PRESSURE TEST	5.51000		5.510	
0080			YK	01	00	1.00	CHECK FOR LEAKAGE	5.510	.000	5.510	5
0010	N					1.00	LEAKAGE TEST	5.51000		5.510	
0085			YK	01	00	1.00	CHECK ROTATION	5.510	.000	5.510	5
0010	N					1.00	CYCLE STRUT	5.51000		5.510	
0090			YK	01	00	1.00	CYCLE CROSSWIND SYSTEM	5.510	.000	5.510	5
0010	N					1.00	CHECK CROSSWIND SYS LEAKAGE	5.51000		5.510	
0095			YK	01	00	1.00	CHK INT LCK SYS/BSCREW RIG	5.510	.000	5.510	5
0010	N					1.00	CHK LOCK/BALLSCREW/DOG STOPS	5.51000		5.510	
0100			YK	01	00	1.00	INST F.T.H/I.F.B.S/R.P.A.1	5.510	.000	5.510	5
0010	N					1.00	INST RET ARM/TRUNNION PIN	5.51000		5.510	
0105			YK	01	00	1.00	CLEAN/TOUCHUP PAINT	5.510	.000	5.510	5
0010	N					1.00	CLEAN/PAINT/DECAL	5.51000		5.510	
0110			YK	01	00	1.00	INSPECT	5.510	.000	5.510	5
0010	N					1.00	CHK LINE WRAP PLUGS	5.51000		5.510	
0115			YK	01	25	1.00	FINAL ACCEPTANCE OF W.C.D.	.100	.045	.226	0
0010	N					1.00	FINAL	.12800		.160	
0020	E				GJP-FP-B5	1.00	FILL OUT FORM 424 & ATTACH	.05255		.065	
0030			YK	01	25	1.00	FINAL VISUAL INSPECTION	.137	.034	.171	0
0010	N					1.00	FINAL VISUAL INSPECTION	.12700		.158	
0020	E				RJP-PW-R1	1.00	REM RPL PAPRMRK SIGN OFF DOC	.01001		.012	
9000			YK	01	00	.00	LABOR STANDARD HISTORY	.000	.000	.000	0

0010

9 JUNE 88 INITIAL INPUT MRPII

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NED MONROE

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MR BIG

INTERROGATE LABOR STANDARDS, INPUT

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RCC NNPP

451-93-3

84013

OPER TECH S S W F PF A/R REV

SUB	T K	NR	A FA	SUPPORT	OCC	DESCRIPTION	BASE	PTD	STD	A
STEP	D L	K C	GC	ELEMENT	FACT	STORED	HOURS	TIME	HOURS	DLY PCT C
P0058	E	N	YK	EA 5	J 09031	1.00 PERCENT ENGR .0	DISASSEMBLE STRUT C-5 ML6	126.02	126.02	
0001	YK	00	00			.00	PART NUMBER/NSN	.000	.000	.000 0
0010					4611020-107A		1620010054191			
0020					4611020-105A		1620010054192			
0030					4611020-101A		1620010054193			
0040					4611020-103A		1620010054194			
0005	YK	02	00		1.00		UNCRATTE ALL PROCESSES	7.870	.000	7.870 6
0010	N				1.00		UNCRATE STRUT	7.87000		7.870
0010	YK	02	00		1.00		MOVE TO UPSIDE DOWN POSITION	7.970	.000	7.970 6
0010	N				1.00		DRAIN OIL PREP FOR DISSY	7.97000		7.970
0015	YK	02	00		1.00		DRAIN/REMOVE TRUN PIN & R.A.	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0020	YK	02	00		1.00		MOVE TO DISSY STAND	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0025	YK	02	00		1.00		REM ROLL PIN-FLUID TRANS. H.	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0030	YK	02	00		1.00		REMOVE KNEELING SYSTEM	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0035	YK	02	00		1.00		REMOVE GEAR DRIVE HOUSING	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0040	YK	02	00		1.00		REM ROT. CYL & CROSS W. C. T	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0045	YK	02	00		1.00		REMOVE LINEAR SHUTOFFS	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0050	YK	02	00		1.00		REMOVE WINDS & EME LOCK CYL.	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0055	YK	02	00		1.00		REMOVE ALL HYDROLIC TUBING	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0060	YK	02	00		1.00		REM R.S.B&C,BCP,EI,CMM,RM	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0065	YK	02	00		1.00		REM SP,RC,I,LRA,LAC,PC	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0070	YK	02	00		1.00		REMOVE INNER CYLINDER	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0075	YK	02	00		1.00		REMOVE OUTER,BALLSCREWS,YOKE	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
0080	YK	02	00		1.00		DISSY INNER,REM YOKE-STAND	7.870	.000	7.870 6
0010	N				1.00		REMOVE NECESSARY PART ACC958	7.87000		7.870
9000	YK	01	00		.00		LABOR STANDARD HISTORY	.000	.000	.000 0

9 JUNE 88 INITIAL INPUT MRPII

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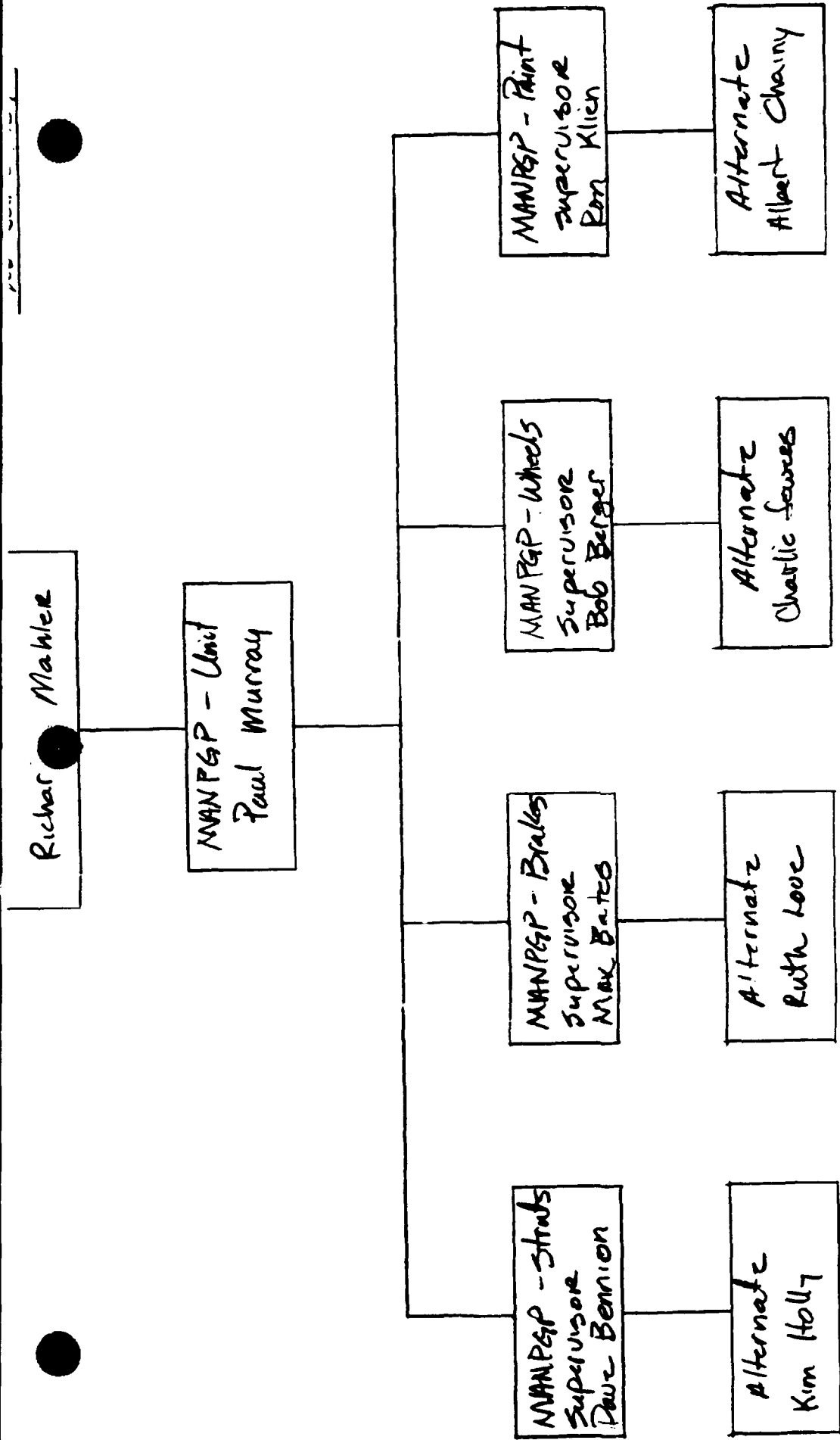
MR BIG

TO INTERROGATE LABOR STANDARDS, INPUT

RCC PRD NNPP MR

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TECHNOLOGY INSERTION PROGRAM (KYLE KERSHAW, THURMAN, CHUCK)

SUBJECT: AVERAGE HANDPOMER ASSIGNMENTS FOR PREVIOUS 4 QUARTERS IN MANPER AND MANPCH

[illegible]

*THERE WAS AN AVERAGE OF 12 EMPLOYEES LOADED INTO MANPSP AND MANPSP DURING THIS QUARTER--NOT SURE WHICH CREWS THEY WORKED ON.

WE ALSO HAVE 1 WG-6253-16 PNEUDRAULIC SYSTEMS MECHANIC GENERAL FOREMAN

- 1 1 WS-8235-14 PNEUMATIC SYSTEMS MECHANIC GENERAL FOREMAN
1 1 WS-3314-15 SWING SHIFT GENERAL MACHINIST FOREMAN FOR ALL OF MAN
3 3 GS-0802-09 ELECTRICAL ENGINEERING TECHNICIANS
1 1 GS-2005-05 SUPPLY CLERK (RESPONSIBLE FOR EQUIPMENT ACCOUNTS)
2 2 GS-3302-03 CUSTODIAL WORKERS (NOT AUTHORIZED POSITIONS)

TIME REQUIRED TO PREPARE REPORT: 3 HRS

COPIES OF POSITION DESCRIPTIONS ALSO PROVIDED WITH THIS REPORT

- 1 1 83-200-03 SUPPLY CLERK (RESPONSIBLE FOR EQUIPMENT ACCOUNTS)
2 65-3502-03 CUSTODIAL WORKERS (NOT AUTHORIZED POSITIONS)

TIME REQUIRED TO PREPARE REPORT: 3 HRS

COPIES OF POSITION DESCRIPTIONS ALSO PROVIDED WITH THIS REPORT

Manpower Profile

Information on manpower profile was obtained from Martha Latzen who is Dick Naylor's personnel secretary. Dick Naylor is the personnel manager. The report she supplied to me is in the Engineering notebook. Manpower Appendix

The report ~~lists~~ lists manpower for each Quarter (previous⁴) grouped by skill code, Area and shift. This report ~~is~~ covers RCC's ManP&P and ManPGW.

The skill code under strut area, Days and swing, is listed as DI/HB. The strut area no longer has DI skill code personnel in that area.

The manpower numbers for Manpgp - 35 - Paint - Days are also in error. ~~I~~ From talking to the people in painting area, I ~~learned~~ learned that they have run a second shift in the wheel and brake area for the past 3 years. 3 men work the swing shift, thus the number change.

Indirect personnel (supervisors, technician, etc) were not included in the manpower numbers.

the manpower available hours were calculated from information received from Sharon in MANE (accounting section). The hours were taken from month end reports and then averaged by Quarter. After conversation with Gene Evans, it was decided to average the Quarters into 1 number for all Quarters of interest. A listing of these numbers are included in the Engineering notebook manpower appendix.

the listing show hours in a manday by month end for 2 cases. The cases are without leave and including leave. The numbers used for the manpower available included leave.

Additional Manpower Information

In talking to bob Berger I discovered that the manpower list from Martha (personnel) is in error. The numbers on the manpower profile ~~are~~ have been revised to reflect this. Revised figures are also shown in ~~on~~ the report received from Martha contained in the appendix.

HRS in Man-Day

for RCC MANPOWER
(from MANE)

	without leave	with leave		QTR
3/88	6.83	6.06		
4/88	7.05	6.15		
5/88	6.57	5.30	# 1	
6/88	6.51	5.47		
7/88	5.43	4.20		
8/88	6.86	5.84	# 2	
9/88	6.54	5.53		
10/88	5.54	4.56		
11/88	7.39	6.00	# 3	
12/88	6.09	4.80		
1/89	5.66	4.49		
2/89	6.75	5.46	# 4	
3/89	6.69	5.95		

By Quarter (Average)

1 (4-6/88)	without 6.71	with 5.64	} 5.31
2 (7-9/88)	6.28	5.19	
3 (10-12/88)	6.34	5.12	
4 (1-3/89)	6.37	5.30	

Ave. 6.43

5.31

MANPOWER PROFILE

(Strut/Wheel (Brake))

NAME <u>Sub KERRAN</u> ALC <u>00-ALC</u> DATE <u>4/24/89</u> RCC <u>MM/PP</u> SHEET <u>1</u> OF <u>1</u>		SOIL CODE/LEVEL		JOB DESCRIPTION	QUARTER	QUANTITY AVAILABLE								MANPOWER AVAILABLE (HOURS)								ALTERNATE SOIL CODE/LEVEL
						WORK WEEK		WEEKEND		HOLIDAYS		WORK WEEK		WEEKEND		HOLIDAYS						
						1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
HB09S		PNEUMECH		Hydraulic system mechanic (struts)	1-3/84	16	4															
					4-6/84	17	4															
					7-9/84	15																
					10-12/84	16																
YH09		PNEUMECH		Hydraulic system mechanic (wheels)	1-3/84	7	6															
					4-6/84	7	5															
					7-9/84	7	5															
					10-12/84	7	5															
Y609		PNEUMECH		Hydraulic system mechanic (brakes)	1-3/84	15																
					4-6/84	16																
					7-9/84	16																
					10-12/84	17																
3509		PAINTER		Wheels, Brakes and struts (Painter)	1-3/84	10	3															
					4-6/84	9	3															
					7-9/84	9	3															
					10-12/84	9	3															
					1-3/85																	

REPAIR PROCESS TECHNOLOGIES

IN THE CS AREA ALL THE PROCESSES THAT UTILIZE THE LARGE EQUIPMENT ARE Aquate.

I HAVE NOTICED HOWEVER THAT THERE IS ROOM FOR IMPROVEMENT, I HAVE WRITTEN UP MY SUGGESTIONS IN THE QUICK FIX AND FOCUS STUDIES SECTIONS OF MY NOTEBOOK

Repair Work technology

Struts, Brakes, wheels

- Strut Assy -

This area consists of manual assembly of strut components. Due to the variety and complexity of the assembly process, I do not believe that this area would lend itself to automation.

- Brake Assy -

Most of this area consist of manual assembly. One area that is in need of improvement is the riveting area. This area is using old, but still functional, riveting equipment. The riveting equipment consist of 2 basic types, presses or machine. Riveting machines can be further broken down into 2 more types, Impact and spin. All of these processes are interchangeable and serve the same purpose (ie to rivet or fasten two parts together). The current technology is old but adequate. In terms of "state of the art", this area is in the "Stone Age". However, in terms of functionality, this area is able to satisfy production requirements.

Recently, A numerical controlled riveting machine was installed in this area. The riveting machine is a step in the right direction. However, it needs a significant amount of development to make it a production enhancing tool.

The fixturing for this tool, as designed, is difficult and awkward to use. In order for this machine to be a useful tool the fixturing needs to be looked at. The machine itself is an improvement over the old method, however it too can stand improvement.

The machine is equipped with one riveting head, a single axis slide, controller and rotary table. Future machines should be equipped with 2 riveting heads and a 2 axis ~~cross~~ slide.

The reasoning behind 2 heads and a 2 Axis slide is as follows:

A large number of robots and/or stations have 2 rows of rivets. An inner circle and an outer circle. Dual heads could rivet the inner and outer circle simultaneously. Also, for friction elements that have only one row of rivets, 2 heads could work on them together. Essentially, 2 heads increase the speed of the operation. The 2 axis slide is needed to position the plate/friction element such that both heads can work on riveting. rivet circles of different diameters may be positioned such that both heads can work on them.

Depending on the End design of the Numeric Control riveting machine, I feel that 2 or 3 machines could replace most of the 9 Existing riveting presses and machines. The flexibility of the NC machines would lend itself to smaller batch sizes so that the machine could work on parts that are needed to support the negotiated workload and the weekly build schedule. (ie not wasting time on parts that won't be used until some unknown future date)

the remainder of the brake assy area consists of manual assembly and does not lend itself well to Automation.

-Wheels-

This area is basically Manual Assy. One area of interest is the wheel balancing operation. Currently, they have 2 balancing machines. One is a static balancer, one is a dynamic (spin) balancer. The static balancer is used exclusively. The dynamic balancer was tried and was determined to be overly sensitive to environmental conditions. (i.e. drafts caused from fans and vibration caused from Forklifts driving down the aisles.)

Balancing using the static balancer is a quick operation and has produced acceptable parts.

- Paint -

This area uses 2 part epoxy primer and 2 part polyurethane paint. They paint using air guns. Each paint area has a waterfall type paint booth to capture the overspray and exhaust it to the outside. This appears to be adequate technology.

I am not very familiar with painting technology.
Question: Could electrostatic painting be used to reduce overspray and decrease paint usage?
Question: Is 2 part epoxy and polyurethane applicable to electrostatic painting,

Facility Layout.

A color coded Facility layout is shown in the following pages.

- Struts -

The layout of the strut area is good. A typical workarea consist of a jib crane, workbench and universal parts vice. there are 13 of these stations in the strut area.

3 problems exist in this area.

1. Parts crowding
 2. Work Areas with pedestrian aisles thru them.
 3. Lighting
1. the mic loads parts onto carts to be worked by mechanics. The carts stack up in the workareas making it a maze to walk around.
 2. A pedestrian aisle leads past 2 workareas. this traffic is distracting and potentially hazardous.
 3. Lighting could be brighter in the assembly area. Increased lighting would help mechanics see details that are sometimes difficult to see.

- Brakes -

The layout is adequate. Parts flow is generally from North to south. This area is well thought out. Lighting could also be improved in the final assembly area.

- Wheels -

wheel flow is good. Parts start at the north end and flow to the south - similar to brakes. When the MIC does not have parts to assemble halts the parts back up at wheel balance. Due to this stoppage parts are often stacked on pallets or wherever possible. Ideally parts should be readily available and this would not happen, But it does!

- Paint -

1. The wheel and brake paint line is a limiting item in terms of wheels and brakes. At best, the line as it currently stands, can produce 2 full lines per shift. Each line contains 43 carriers, therefore, a maximum of 43 wheels per shift can be produced. That also ~~mean~~ means that no brakes would be painted.

In terms of layout, I think the existing layout makes efficient use of the space it occupies.

2 Strut Paint -

I believe this area occupies more space than it needs. Given the current layout of the facility I would not change the strut paint line unless the strut assembly needed more space.

Summary

I believe the facility is very well planned. Some areas are somewhat crowded while others have a surplus of room.

Recommendations:

1. Consolidate all MIC's into one storage area. Use/Implement vertical storage racks to utilize the vertical space available. Automate parts retrieval process.
2. Improve Lighting in assembly areas - Grind wheel & brake. Improved lighting to make it easier for mechanics to see small/fine details.

PERCENT OF OTHER WORKLOAD FOR RCC

(80/20 LISTING)
RCCs

JOB TYPES	MANPGP	MANPGW	MANPNA	MANPRA	MANPRB	MANPRC	MANPWW
TEMPORARY	13.72	2.35	15.11	1.40	1.05	1.35	1.05
MANUFACTURE	0.00	0.00	0.92	0.00	4.51	2.74	12.50
PDM	1.00	0.00	22.79	0.04	0.07	4.39	22.44
ARMAMENT	0.00	0.23	1.26	0.04	0.03	4.18	2.38
HYDRAULICS	0.00	0.05	7.00	1.11	2.67	3.88	13.99

WORKLOAD

1 QUESTION WHAT IS THE WORK LOAD MIX?

ANSWER MISTER LOAD IS THE PRIMARY CONCERN OF THE CS AREA.

A. NOTE THE PDM AND MISTER ARE CONSIDERED THE SAME FOR CS

B QUESTION WHAT PERCENT IS THE TEMPORARY WORK LOAD?

ANSWER ABOUT 1%.

2 THE TYPES OF COMPONENTS REPAIRED ARE:

A. CS MAIN LANDING GEARS

B CS BOGIES.

C CS NOSE LANDING GEAR

D KC 135 OLEO TRANSMISSION ASSEMBLY

E KC 135 DRAG STRUT ASSEMBLY

F KC 135 UPPER SIDE STRUT ASSEMBLY

3 QUESTION IS THE WORK LOAD STABLE?

ANSWER. NO. THEY USE TO PUSH REAL HARD AT THE END OF THE QUARTER THEN THERE WOULD BE SLOW PERIOD AT THE FIRST OF THE NEXT QUARTER.

A. THE MANAGE : BY CRISES.

NOTE THE WORK LOAD NEEDS TO BE SCHEDULED EVENLY THROUGH OUT THE QUARTER.

4 QUESTION DOES YOUR WORK LOAD FLUCTUATE?

ANSWER YES. THE REASON IS THAT WE HAVE A PROBLEM GETTING THE PARTS BACK.

5 QUESTION WHAT IS THE AVAILABILITY OF ASSETS?

ANSWER IT IS LOW. THE PROBLEM IS THAT THE PARTS ARE NOT GOING THROUGH THE SYSTEM IN A TIMELY MANNER (THE SCHEDULERS ARE NOT DOING THEIR JOB CORRECTLY.)

NOTE. I FEEL THAT YOU HAVE A PROBLEM OF GETTING A CORRECT WORK LOAD / WORK FORCE COMBINATION.

YOU NEED TO BE ABLE TO HAVE YOUR EMPLOYEES WORK A STEADY
40 HR. WORK WEEK.

I WOULD SUGGEST WEEKLY GOALS FOR ALL DEPARTMENTS.
THIS WOULD ELIMINATE THE END OF THE QUARTER RUSH.

5/2

Wheel groupings

Family #1 Magnesium KC-135 Nose WCD 15153N
PCN 15592A

In researching WCD's, I discovered 2 wheel types (ie WCD's) they are WCD 15153N (PCN # 15592A, 15143A) and 15158N (PCN # 26829). In talking to Bob Berger, Wheels Supervisor, he said there was no difference in labor required for each wheel. He also said that he worked ~~more~~ ~~1539~~ PCN 15592A more than the others. Therefore I decided to select WCD 15153N (PCN 15592A) for profiling (ie operation profile).

~~The~~ The differences between the wheels are related to usage. One wheel is a ~~to~~ heavier unit with ~~additional webs~~ from the bearing bore to the outer surface.

Family #2 Aluminum large B-52 main
WCD 16106N
PCN 69595A

This wheel has 4 PCN's and 2 WCD's. All the wheels are in the same family of parts meaning that they are all interchangeable. The differences are small and relate to a change in material alloy, small dimensional change, etc. The most common usage is PCN 69595N ~~(PCN)~~ (WCD 16106N).

Based on the highest usage WCD 16106N was chosen.

I also discussed this with Bob Berger. He said labor intensity ~~is the same~~ and time is the same for all B-52 main wheels.

5/2

Wheel grouping

Family #4 Aluminum ~~Large~~ ^{Small} F-4 Nose
WCD 01156N
PN 16267A

Originally the C-5 Nose wheel was selected for profiling. In researching small wheels I learned the the C-5 Nose wheel is larger than the KC-135 Nose and other wheels. In order to use envelope size information, I needed the smallest unit size. Currently, the floor is working a lot of F-4's. I chose the F-4 Nose in place of the C-5 Nose. The C-5 Nose is 24" ~~in~~ in diameter versus 9.5" for the F-4.

In researching the F-4, I learned of 2 WCD's for the F-4. WCD 01156N (PN 16267A) and WCD 01154N (PN 16266A). In talking with Bob Berger, he mentioned the difference between the 2 wheels is in the number of tie bolts used (10 versus 8). He also mentioned that the 01156N (10 bolt) wheel was used on the F-16 and the F-4 and that it was the most recent.

I thought that since it would have higher usage it should be the wheel studied.

Wheels - workload profile

obtained report titled "*** Negotiators work-sheet * 'mapg9K' thru mapg9K' workload in support of cost ~~AK~~ code '5' ***" from Jim Colvin. This report is contained in the workload appendix. This report lists (Among other things) the completed number of units for past Quarters.

In order to obtain the production by quarter, I added the quarters production for each pen for each family. the calculations are shown on the following pages.

I also obtained some worksheets titled "workload scheduling". These worksheets list all pens that the wheel line works on. I used this worksheet to determine what pen related to what Aircraft type.

Aircraft types used in these calculations were those types listed on the following page titled "wheel groupings to be process characterized".

MATERIAL FLOW

1 QUESTION HOW DOES THE MATERIAL FLOW WITHIN / OUTSIDE YOUR RCC.

ANSWER. IN THE TEAR DOWN MODE THE WILL MAKE SURE THAT THERE IS NOT ANY METAL PIECE TOUCHING ANY OTHER PIECE, IF THERE IS AND THE ROUTING QUALITY CONTROL PERSON FINDS A UNIT WHERE METAL IS TOUCHING METAL THIS PERSON WILL WRITE UP THE RCC FOR POOR MATERIAL HANDLING

2 AFTER THE PART HAS BEEN RECONDITIONED. IF THERE ARE TWO PARTS ON THE SAME CART THEY MUST BE PROTECTED FROM EACH OTHER. THEY ARE SEPARATED FROM EACH OTHER WITH CARDBOARD, NETTING OR SOME OTHER MATERIAL.

3 QUESTION WHAT KIND OF EQUIPMENT DO YOU HAVE?

ANSWER 2 PALLET JACKS THAT ARE USED TO MOVE THE PALLETS TO DISASSEMBLY.

A. IN TALKING TO PAUL KERSHAW HE STATED THAT THE EQUIPMENT OPERATORS ARE NOT ADEQUATELY TRAINED ON THE EQUIPMENT. WHEN THEY PURCHASE A NEW PIECE OF EQUIPMENT IT WILL USUALLY NEED REPAIR WITHIN 8 MONTHS.

B- THEY USE TO HAVE THE FORK LIFTS ASSIGNED TO THE DIFFERENT AREAS. APPROXIMATELY 3 YEARS AGO THEY TOOK ~~THE~~ CONTROL OF FORK LIFTS AWAY FROM THE RCC'S AND ~~THEY~~ GAVE ALL THE CONTROL TO ONE GROUP.

C FORK LIFTS.

WE HAVE TWO FORK LIFTS ASSIGNED TO THE SOUTH END OF THE BUILDING AND TWO ASSIGNED TO THE NORTH END OF THE BUILDING. IN THE CS AREA A STRAP WEIGHS ABOUT 6000 LBS IN THE CRATE. WHEN WE NEED ONE MOVED IT CAN TAKE A LONG TIME TO GET A LIFT OVER TO THE AREA TO MOVE THE PART.

4 THE FORK LIFTS ARE UNDER PSO, PRODUCTION SUPPORT UNIT.

- Material Handling -

- Strut Assy -

Material is moved from the MIC to the mechanics workbench by cart. The carts are approximately 4' wide by 6' long. Parts for the strut are placed on the cart and then wheeled to the mechanics bench for assembly. Heavy parts are lifted onto the universal vices using the jib crane at each workstation.

- Brakes -

Brake parts are brought into the area on pallets. From there, parts are loaded onto the overhead conveyor for painting, roller conveyor for movement down the line or loaded onto carts for transport into the riveting area. Parts are kitted in the MIC area and travel to the assembly area on the roller conveyor.

- wheels -

Wheels are transported from the storage area to the bearing open on pallets moved by forklift. From the pallets the wheels travel into and out of the oven by powered roller conveyor.

Parts are moved thru the paint line by the overhead conveyor system.

Parts are moved from the paint line to wheel balancer by roller conveyor and from the balancer to the dry ~~for~~ roller conveyor by ~~or~~ chain hoist or by hand depending on the weight of the wheel.

The parts then go to shipping ~~at~~ on the same roller conveyor.

- Paint -

Parts are moved by Overhead conveyor on both paint lines. The overhead conveyor has a ~~lower~~ ^{lower} that lowers and raises to aid loading and unloading.

- Strut test -

Struts are wheeled to the test area on carts. The struts are loaded into the test stands by hand (if the parts are light) or by overhead crane.

STORAGE

1. THE STORAGE AREA IS LOCATED WITH IN THE CONFINES OF THE CS AREA. THEY ALSO HAVE 3 SPACE SAVER UNITS IN THE CS AREA.
2. THE LAY OUT OF THE STORAGE AREAS IN SHOWN ON A DRAWING ON THE FOLLDWING PAGE. THERE IS A WORK AREA OVER PART OF THE MIC.
- 3 THERE IS STORAGE TO THE EAST OF THE ASSEMBLY STANDS THIS IS WHERE THEY STORE LARGE ITEMS LIKE ROGIE BEAMS, INNER CYLINDER AND OUTER CYLINDERS ECT.
- 4 THEY ARE GOING TO EXTEND THE STORAGE AREA 10 FEET TO THE EAST. HOW EVER THEY REALLY NEED TO GO 20 FEET. THEY ALSO HAVE 2 STANDS THEY ARE GOING TO PUT IN THIS AREA.

Storage

- Strut Assy -

There is no formal storage area for WIP. The MIC area holds parts for assembly and is a staging area. This area consists of a space over parts bin and several vertical storage racks. The racks are large enough and strong enough to hold some of the inner and outer cylinders. With the proper planning and scheduling, this area would not need to stock the number of parts that it now does.

When struts^{kits} are issued, they are put on carts. These carts occupy a large amount of space in and around the strut assembly area. Some kits are complete and others are waiting for missing items. I feel that kits should not leave the MIC Area unless they are 100% complete.

When Mechanics begin work on a strut, they wheel the cart (with all parts) to their work area. If a part is found to be missing or defective, the cart is pushed off to the side until the replacement part can be found. At times, the area is very crowded with carts.

- Strut Test -

Struts are stored on carts in this area. The struts are either waiting to be tested or are waiting for painting.

Storage

2

- wheels -

An area (approx 30'x30') is used as wheels staging. wheels are stored here until needed for assembly. the Average number of wheels stored in this area is approx 200 wheel halves. the wheels are stacked on pallets. This is the only designated storage area. wheels are also stored at the end of the paint line. They are stored here because they were painted. And then it was discovered that they were missing parts in the MRC. These wheels should not have been started without ~~a~~ complete sets of parts.

- Brakes -

Brake parts are stored in a 15'x30' Holding area. the parts held here are parts that have been thru cleaning and painting, but are not being built at that time (inventory). Rotors and stators are also stacked near the end of the paint line. In my opinion, these parts should not have been brought into the building until they are to be worked. There are also 10-15 Racks Holding Brake Housings and other misc. parts.

I went over to the brake line and asked about the above mentioned parts. they said a lot of the parts were from brake assemblies that had one or two of the components condemned. Since the parts are stacked as an assembly, the remaining parts cannot be returned to supply because there is no stock numbers for the individual parts. So, they hold them until they can find/order parts to complete

the assembly.

- Summary -

- Strut Assy -

Very limited storage space. However, this is an assembly area and not a storage area. Parts should not be stored here.

- Wheels -

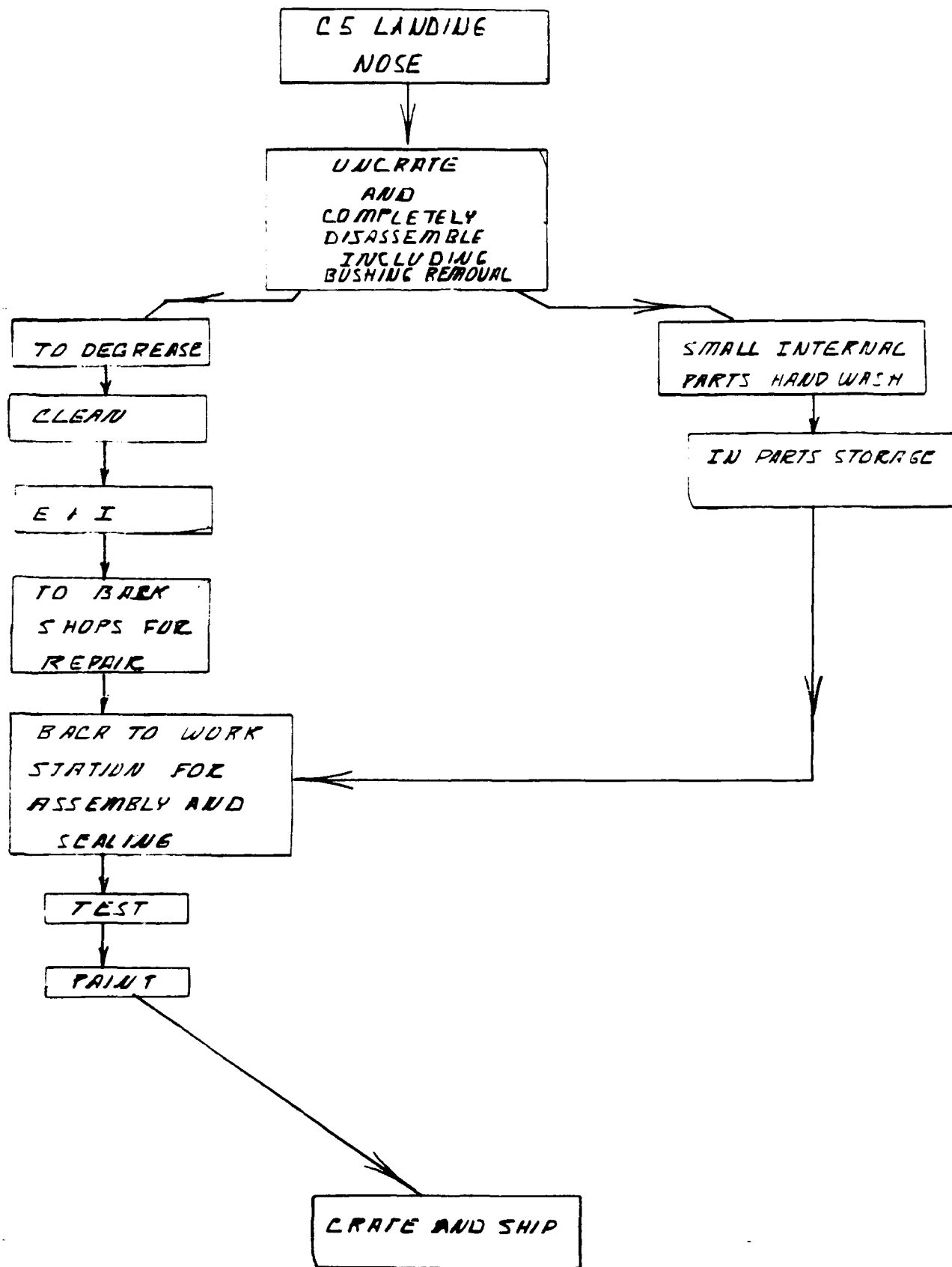
Storage "In front" of the Line is good. Once wheels start down the line, they should not be stopped.

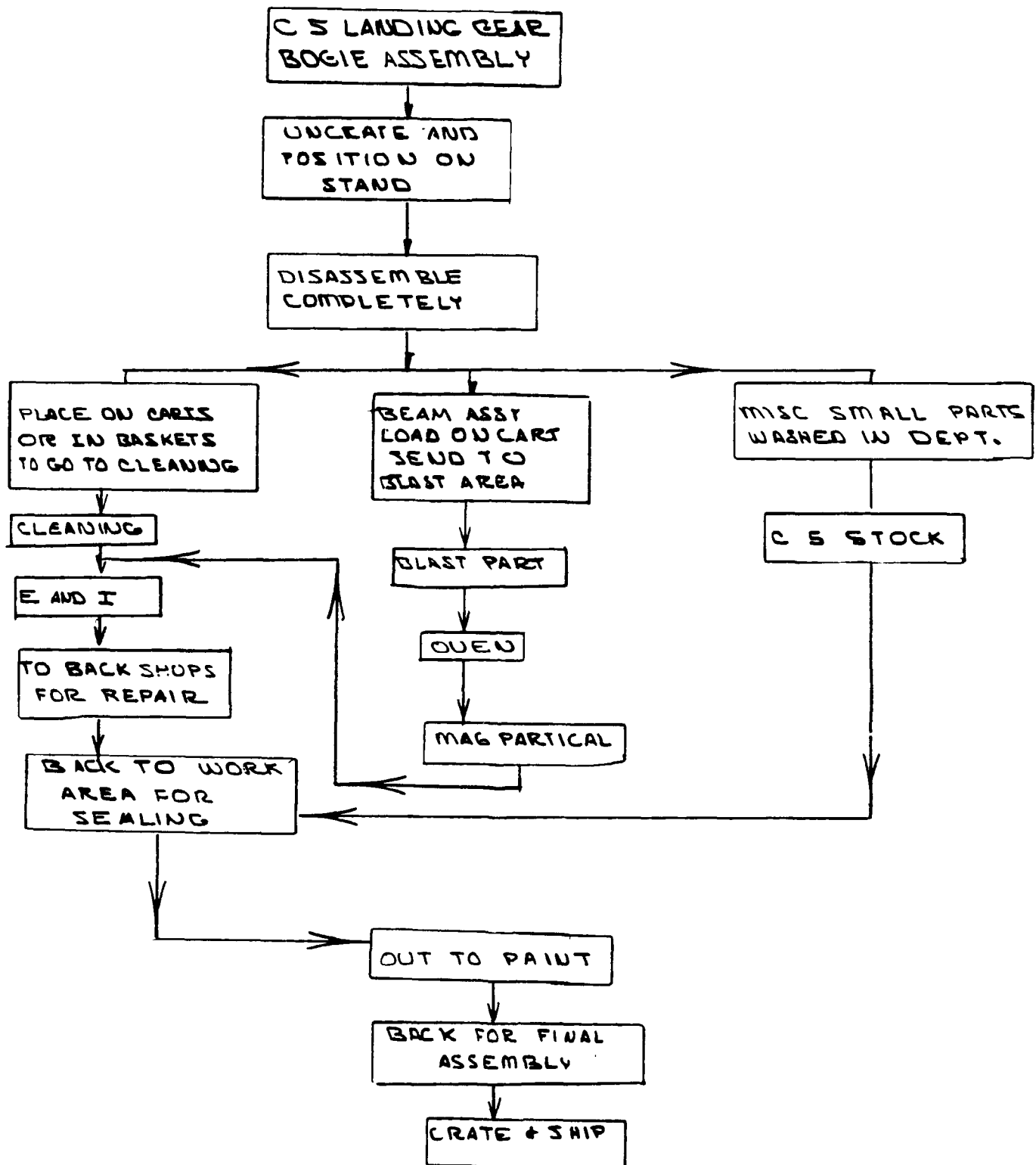
- Brakes -

lots of usable parts on shelves. Useable parts but not complete assemblies.

- Paint -

Strut paint has excess room. The paint areas do not need storage space because the parts are painted and dried on the overhead conveyor.





KC 135
DLEO TRUNNION
ASSEMBLY

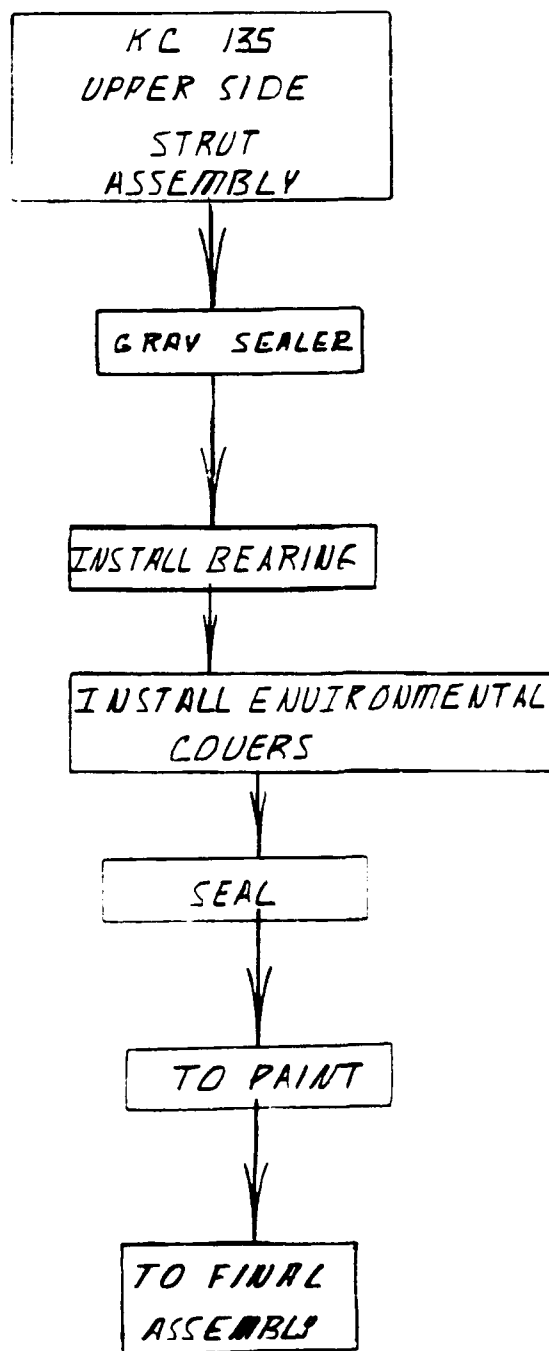
PRE PAINT
PRIMER / PAINT

ASSEMBLE SLEEVE

INSTALL CRANK

INSTALL BEARING
INTO CRANK

SHIP TO FINAL
ASSEMBLY AREA



KC 135
DRAG STRUT

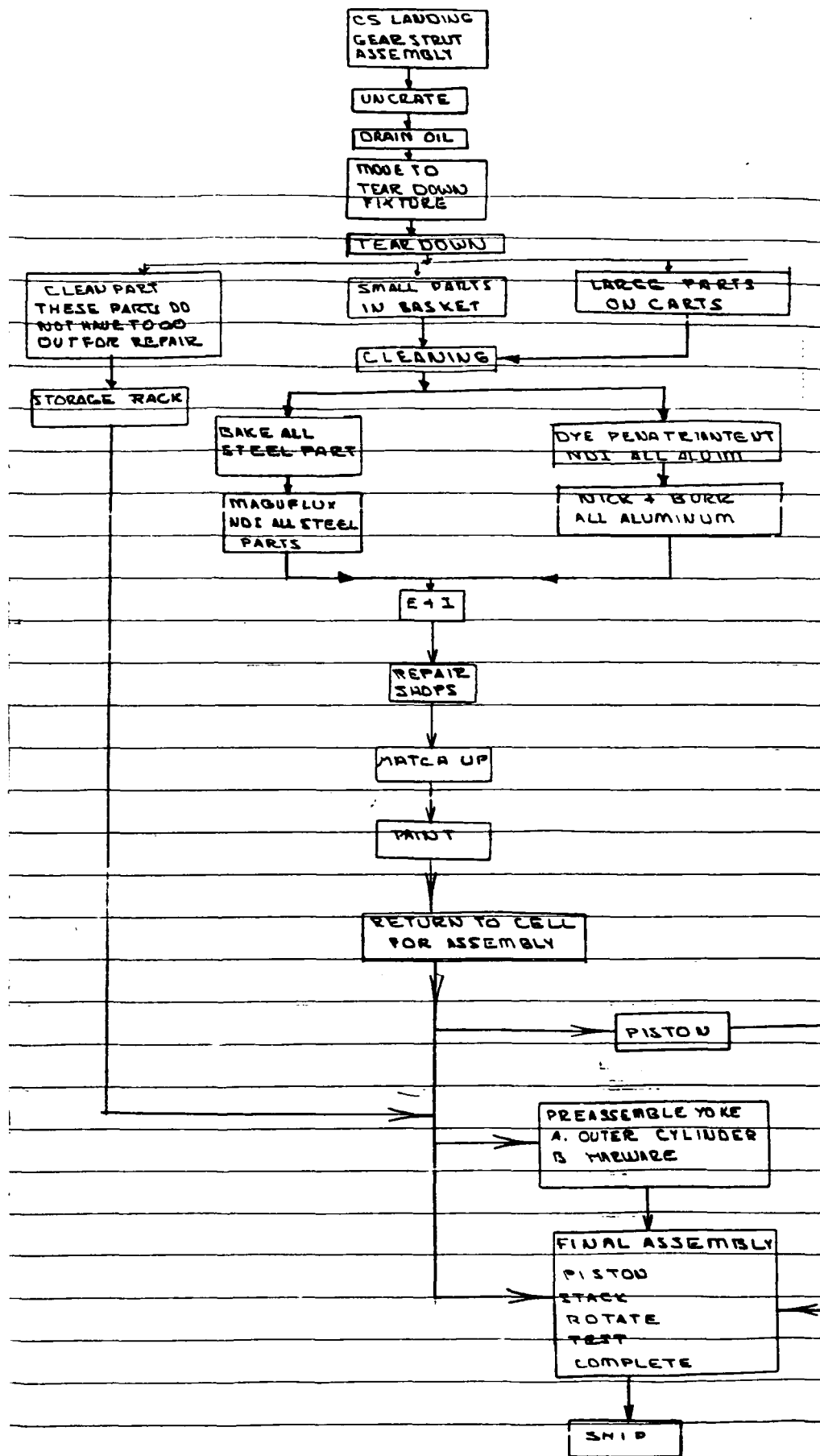
SEALER

INSTALL
ENVIRONMENTAL
COVER

SEAL

TO PAINT

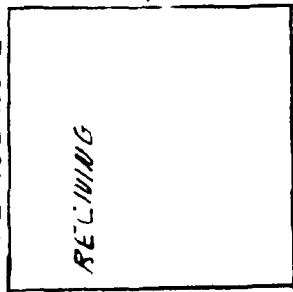
TO FINAL
ASSEMBLY



ACTIVE FLOW CHART
PROCESS NAME
CONTROL OF SERVICEABLE ITEMS

SUPPLIERS
PLANTING
PAINTERS
TUBING SHOP
MACHINIC SHOP
ELECTRICAL SHOP
GRINDING SHOP

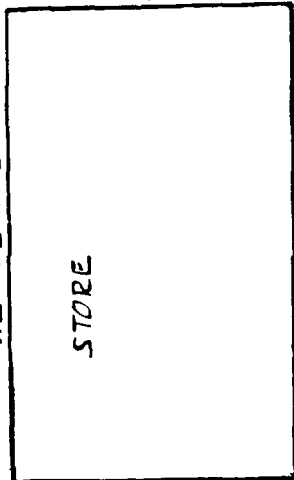
ACTIVE NO 1



SUB ACTIVITIES

CONTROLLED ENTRANCE DOOR
CHECK PROPER WORK
VISUAL INSPECT
REMOVE FROM WIP
INPUT INTO SUS STORE

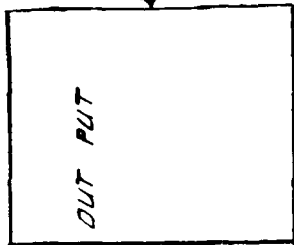
ACTIVE # 2



SUB ACTIVITIES

SECURED STORAGE
PICK LIST PULLED BY CONTROL
KIT STORAGE BIN IDENTIFIED BY CONTROL
DATA STORED IN COMPUTER

ACTIVE NO 3



SUB ACTIVITIES

CONTROLLED EXIT DOOR
KIT ISSUED BY CONTROLLER

CUSTOMER
C-S LANDING
GEAR

THE FOLLOWING JOBS I REWROTE TO REFLECT WHAT THE
OPERATORS WAS REALLY DOING.
THE PRESENT ~~WAS~~ WORDS DO NOT REALLY REFLECT WHAT IS
HAPPENING.

NLG STRUT DISASSY

- 5 REMOVE STRUT FROM SHIPPING CRATE AND PLACE IN
NLG STAND AND DRAIN HYD. FLUID FROM UPPER CHAMBER
- 10 REMOVE AND DISASSEMBLE AXLE NUTS, AXLE SPACER, AXLE
SPACER, AXLE ADAPTERS AND AXLE SLEEVES. REMOVE AND
DISASSEMBLE UPPER AND LOWER TORQUE ARMS.
- 15 REMOVE RETRACT ARM ATTACH BOLTS, REMOVE AND DISASSEMBLE
RETRACT ARM. REMOVE DUST COVER FROM TRUNNIONS
- 20 REMOVE NUT FROM TOP OF OUTER CYLINDER AND PUSH ORIFICE
TUBE INSIDE OUTER CYLINDER. UNSCREW PACKING NUT FROM
OUTER CYLINDER AND SEPARATE
- 25 REMOVE AND DISASSEMBLE SPACER ASSY. REMOVE STEERING
COLLAR ASSY REMOVE THE FIBER LINED BUSHING FROM
THE COLLAR I.D.
- 30 REMOVE TRUNNION PINS FROM OUTER CYLINDER REMOVE
OUTER CYL. FROM STANDS AND PLACE IN A "V" CART
REMOVE TRUNNION BUSHINGS.
- 35 REMOVE ORIFICE SUPPORT TUBE FROM PISTON AXLE ASSY
DISASSEMBLE O.D. AND I.D. OF PISTON AXLE. REMOVE
AND DISASSEMBLE HIGH PRESSURE PISTON
- 40 DISASSEMBLE UP LOCK ROLLER ASSY. REMOVE FIBER LINED
BUSHINGS AND WIRE TO PISTON AXLE IF NOT DAMAGED. PLACE
ALL SMALL PARTS IN CLEANING BASKETS SEP. STEEL FROM ALUM
- 41 CLEAN PARTS BY HAND WASH AND VISUALLY INSPECT ALL
COMPONENTS BEING STORED FOR REUSE AND
SERVICEABILITY BEFORE STORING
- 45 FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT. FOR COMPLETENESS
AND ACCURACY
- 50 FINAL VISUAL PRODUCT INSPECTION

BOGIE BEAM ASSY

- 15 PRE-ASSEMBLY CLEAN. INSURE THAT ALL GREASE PASSAGES ON CENTER BEAM ARE ABLE TO TAKE GREASE
- 20 CLEAN EXCESS PAINT FROM FWD AXLE SO AXLE SLIDES FREELY INTO POSITION ON CENTER BEAM. BUILD UP FRONT AXLES
- 21 INSTALL BRAKE COLLAR, PITCH COLLAR SAFETY STOP FITTING SAFETY STOP AND PITCH STOP
- 22 REAM BOLT HOLES AND CLEAN FLANGES
- 25 BUILD UP BOLTS. RECESSED AND FLAT WASHERS AND INSTALL. APPLY GRAPHITE TO BOLTS & APPLY SEALER
- 30 ATTACH AFT AXLES BOTH SIDES
- 35 CHECK GUIDEDON PIN TO ASSURE GREASE FITTING MODIFICATION HAS BEEN ACCOMPLISHED. CHECK GUIDEDON ATTACH BUSHINGS FOR PROPER ALIGNMENT OF GREASE ZERKS
- 40 ATTACH GUIDEDON PIN TO CENTER BEAM. CONNECT COMPENSATOR LINK TO FWD AXLE AND GUIDEDON PIN.
- 45 BUILD UP TRACK ROLLER BRACKET AND LOCK ROLLER FITTING. INSURE THAT SPACER RINGS ARE ATTACHED BEFORE CRATING
- 50 TORQUE ALL BOLTS PER SPEC
- 55 TOUCH UP PAINT AND MAKE DECAL
- 60 FINAL ACCEPTANCE FOR ALL PAPER WORK
- 65 SET BOGIE IN CRATE

BOGIE BEAM DISASSEMBLY

- 5 REMOVE BEAM FROM SHIPPING CRATE AND PLACE IN DISASSEMBLY STAND
- 10 REMOVE AXLE SPACERS BRAKE COLLAR, BOGIE PITCH COLLAR, SAFETY STOP FITTING, AND SAFETY STOP FROM FWD AXLE. ATTACH WORK CONTROL DOCUMENTS AND ROUTE
- 15 REMOVE COMPENSATOR LINK, ATTACH BOLTS AND LINK. REMOVE GUIDECOR PIN ASSY FROM CENTER BEAM. ATTACH WORK CONTROL DOCUMENT AND ROUTE.
- 20 REMOVE ALL ATTACHING HARDWARE AND FITTINGS. REMOVE BRACKETS AND CLIPS FROM FWD AXLE. REMOVE FWD AXLE ATTACH WORK CONTROL DOCUMENTS AND ROUTE.
- 25 REMOVE AFT AXLE ATTACH BOLT, WASHERS AND NUTS. REMOVE AFT AXLES AND ATTACH WORK CONTROL DOCUMENT AND ROUTE
- 30 LIFT BOGIE CENTER BEAM FROM BOGIE STAND RAISE TO THE VERTICAL POSITION TO REMOVE ALL LOOSE MATERIAL FROM INTERIOR ATTACH WORK CONTROL DOCUMENT AND ROUTE
- 35 DISASSEMBLE TRACT ROLLER BRACKET AND LOCK ROLLER FITTING. REMOVE ALL PINS AND BUSHINGS. ATTACH WORK CONTROL DOCUMENTS AND ROUTE
- 40 HAND WASH THE PARTS WHICH STAY IN THE AREA. SORT THEM OUT FOR MIC AND DISCARD THE BAD PARTS

STRUT ASSY
YOKE PREASSY

15 PLACE YOKE UPSIDE DOWN IN YOKE FIXTURE AND INSTALL
"C" RING AND THRUST WASHER ENVIRONMENTAL

20 INSTALL BALL SCREWS IN SPROCKETS. PLACE THRUST BEARINGS
RADIAL BEARING AND RETAINERS INTO THE BALLSCREW BORE
ALONG WITH COMPLETE BALL SCREW/SPROCKET ASSY

NOTE MUST SET FOR 24 HRS

LS MAIN LANDING GEAR
PREASSEMBLY

- 25 PLACE YOKE ASSY IN PRESSY STAND AND INSTALL OUTER CYL. AND SELECT INSET ACCORDING TO PROPER CONFIGURATION
- 30A BUILD UP POSITIONING COLLAR WITH BRACKETS LOCK CYLINDERS, FITTING & HYDRAULIC LINES.
- 30B INSTALL CENTER SENSOR, TARGET & BRACKETS. SEAL THRUST WASHER. INSTALL PLUGS SEAL INSERT, SEAL SENSOR BRACKET
- 30C INSTALL ANCHOR SHAFTS AND FITTINGS. INSTALL BULKHEAD BRACKETS & FITTINGS
- 30D INSTALL BRAKE LINES AND CROSSWIND TUBING FRONT BRACKETS
- 30E BUILD UP ROTATION MANIFOLD WITH ALL THE FITTINGS. BUILD UP CROSSWIND MANIFOLD WITH ALL FITTINGS. INSTALL MANIFOLDS BUILD UP ALL LINES OF FRONT OF GEAR
- 35 INSTALL CROSSWIND CYLINDERS. ANTI ROTATION BOLTS AND APEX SHAFT. INSTALL LINEAR SHUT OFF VALVES, FITTINGS AND HYDRAULIC TUBING, FLEX LINE
- 36 INSTALL CHAIN DRIVE, CHAINS AND SET CHAIN TENSION GREASE GEARS, OIL CHAIN AND INSTALL CHAIN COVER AND BRACKETS. BUILD UP KNEELING SYSTEM WITH GEAR BOX HYDRAULIC MOTOR BRAKE AND FITTINGS AND INSTALL ON LANDING GEARS. BUILD UP KNEELING AND UNKNEELING SYSTEM HYDRAULIC DRIVE LINES AND INSTALL ON GEAR
- 40 INSTALL NORMAL AND EMERGENCY ROTATION CYLINDERS, HARDWARE, FITTINGS AND FLEX HYDRAULIC LINES
- 41 COMPLETELY INSTALL ELECTRICAL HARNESS ASSY, INCLUDES CRIMPING TERMINALS, CONNECTING TERMINALS, INSTALLING SWITCHES, ROUTING CONDUITS AND DO PRE-ASSEMBLY TESTING
- 45 TORQUE ALL HYDRAULIC LINES FITTINGS AND TUBING IAW TORQUE VALUE TABLE ON PAGE 9-4 IN T.O. 451-93-3

MAIN LANDING GEAR

FINAL ASSEMBLY

50 MOVE STRUT INTO TEST STAND AND SECURE IT. CLEAN I.D. OF OUTER CYLINDER TO REMOVE ANY AND ALL FOREIGN MATERIAL OK TO ASSEMBLE OR CLOSE

55 + 60 ASSEMBLE ALL ITEMS REQUIRED TO BUILD UP THE O.D. OF THE PISTON SUB ASSY (INNER CYL.) INSTALL SPLIED TUBE ASSY.

INSURE THAT ALL ALIGNING MARKS ON ALL ITEMS ARE PROPERLY ALIGNED. INSURE THAT ALL TABS ARE LOCKED PROPERLY

65 GREASE I.D. OF OUTER AND UPPER AND LOWER BEARINGS AND INSTALL PISTON SUBASSY IN OUTER CYLINDER AND LOCK IN PLACE

70 INSTALL ALL ITEMS USED TO BUILD UP THE TOP END. FILL UPPER CHAMBER WITH 13 +/- GALS OF HYD FLUID. STROKE STRUT TO REMOVE TRAPPED AIR.

75 CHARGE STRUT WITH 2500 +/- P.S.I IN. LOWER CHAMBER AND 475 +/- IN. UPPER CHAMBER ALL PRESSURE TO STABILIZE APP ROX 30. MIN.

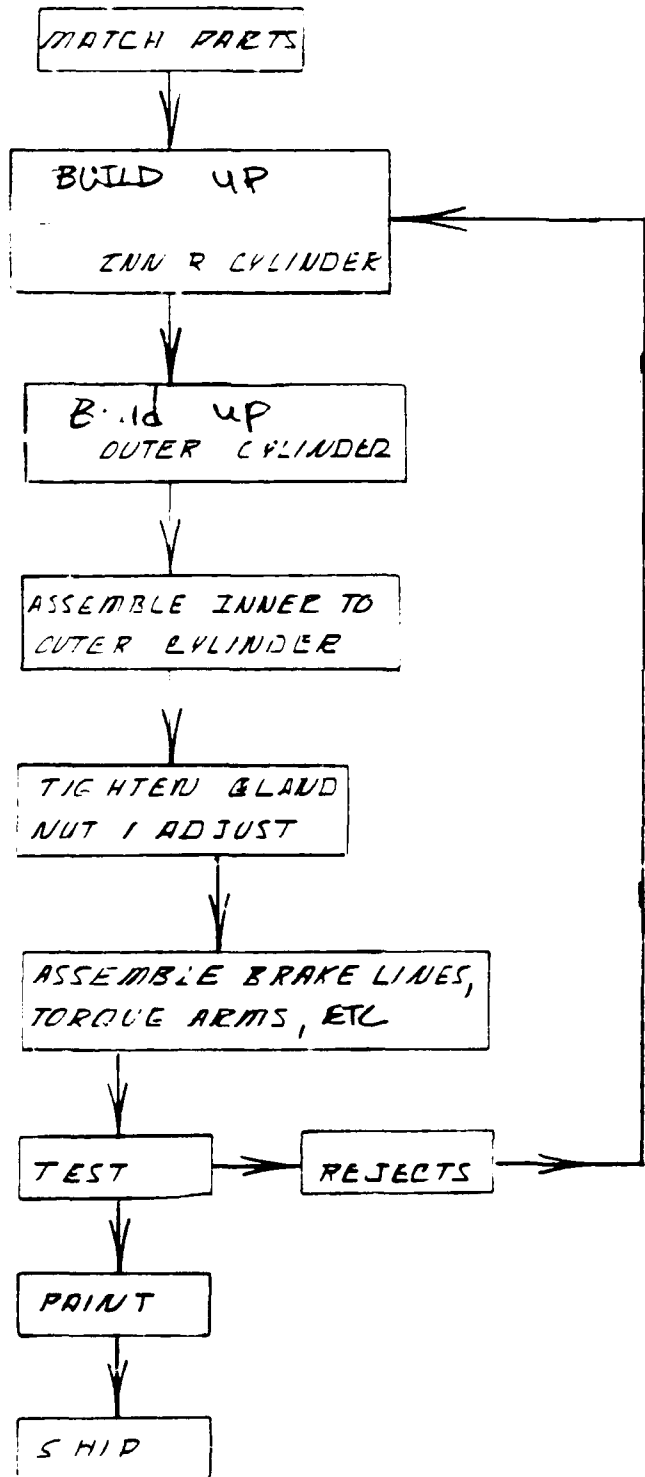
80 USING A TOTALIZING VESSEL AT LOWER CHAMBER ALLOWABLE LEAKAGE IS 100 CC IN 1 HOUR WITH A PRESSURE GAUGE. THERE SHALL BE NO LOSS / GAIN FROM UPPER CHAMBER FOR 1. HOUR.

85 CYCLE CROSSWIND CYLINDERS 25 TIMES AT 3000 P.S.I AND CHECK ALL HYDRAULIC LINES AND TUBES THERE SHALL BE NO LEAKAGE AT ANY CONNECTION

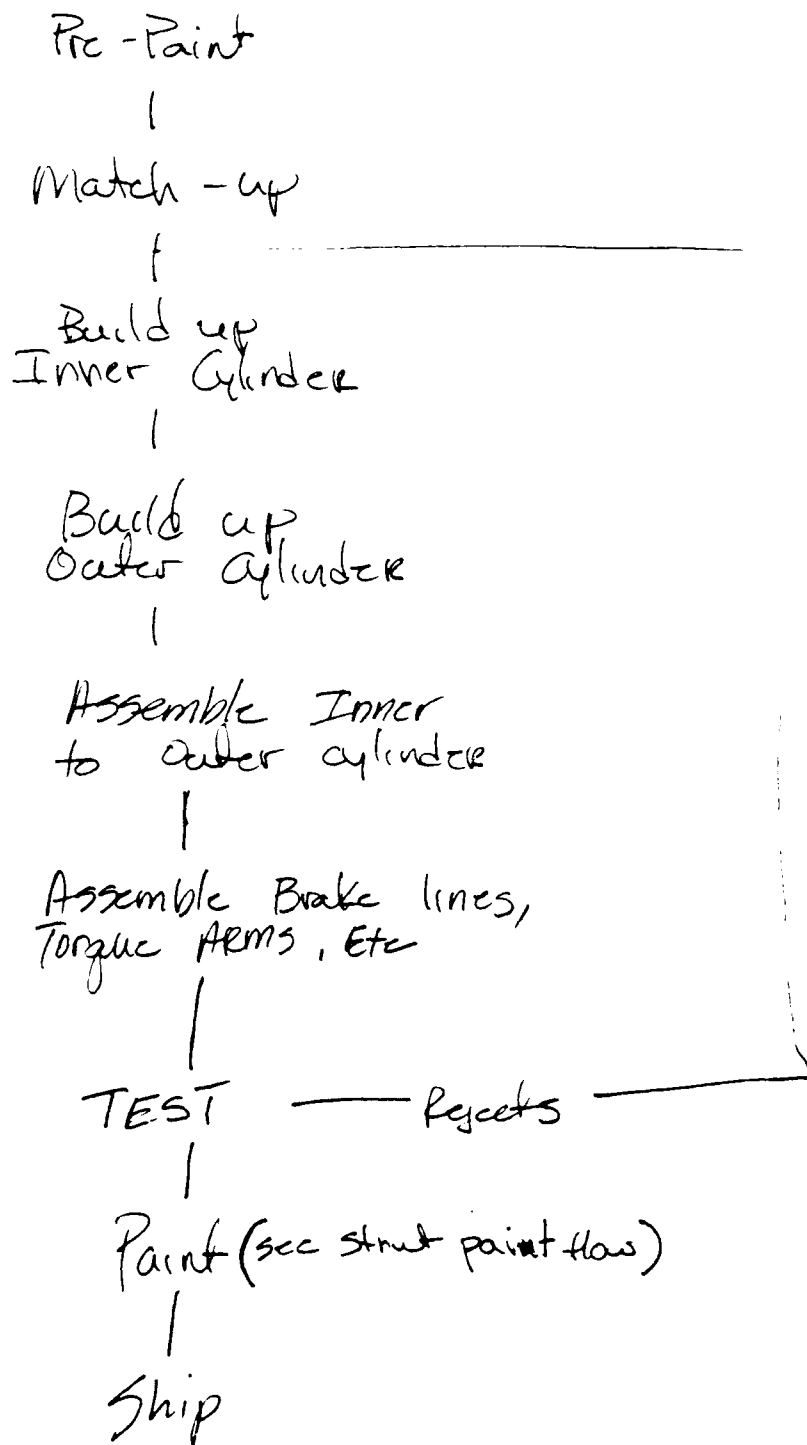
90 CYCLE STRUT 25 TIMES AT 300 P.S.I. TO CHARGE ALL HYDRAULIC LINES AND CYLINDERS. PERFORM LOW PRESSURE ROTATIONAL TEST AND RECORD PRESSURES

- 95 CHECK AND SET THE INNER LOCK SYSTEM SET AND CHECK
BALL SCREW RIGGING AND SAFETY WIRE DOG STOPS AND HEX NUTS
- 100 INSTALL FLUID TRANSFER HOUSING IN FLIGHT BRAKE SYSTEM
ROLL PIN ASSY, SIDE BRACES, RETRACT ARM & TRANSMISSION PIN
- 101 INSTALL AND WIRE CANNON PLUGS. REMOVE GUT FROM STATION
- 105 CLEAN OFF ALL EXCESS, GREASE, OIL AND DIRT FROM ENTIRE
STRUT, DECAL AND TOUCH UP PAINT AS REQUIRED
- 110 INSPECT STRUT ALL OVER FOR RUBBING AND CHAFING HYD.
LINES, WRAP AND PROTECT ELECTRICAL CANNON PLUGS
- 115 FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR
COMPLETENESS AND ACCURACY OF ALL PRECEDING
OPERATIONS THIS 953
- 120 FINAL PRODUCT VISUAL INSPECTION AND PLACE IN BOX

Strut Assembly

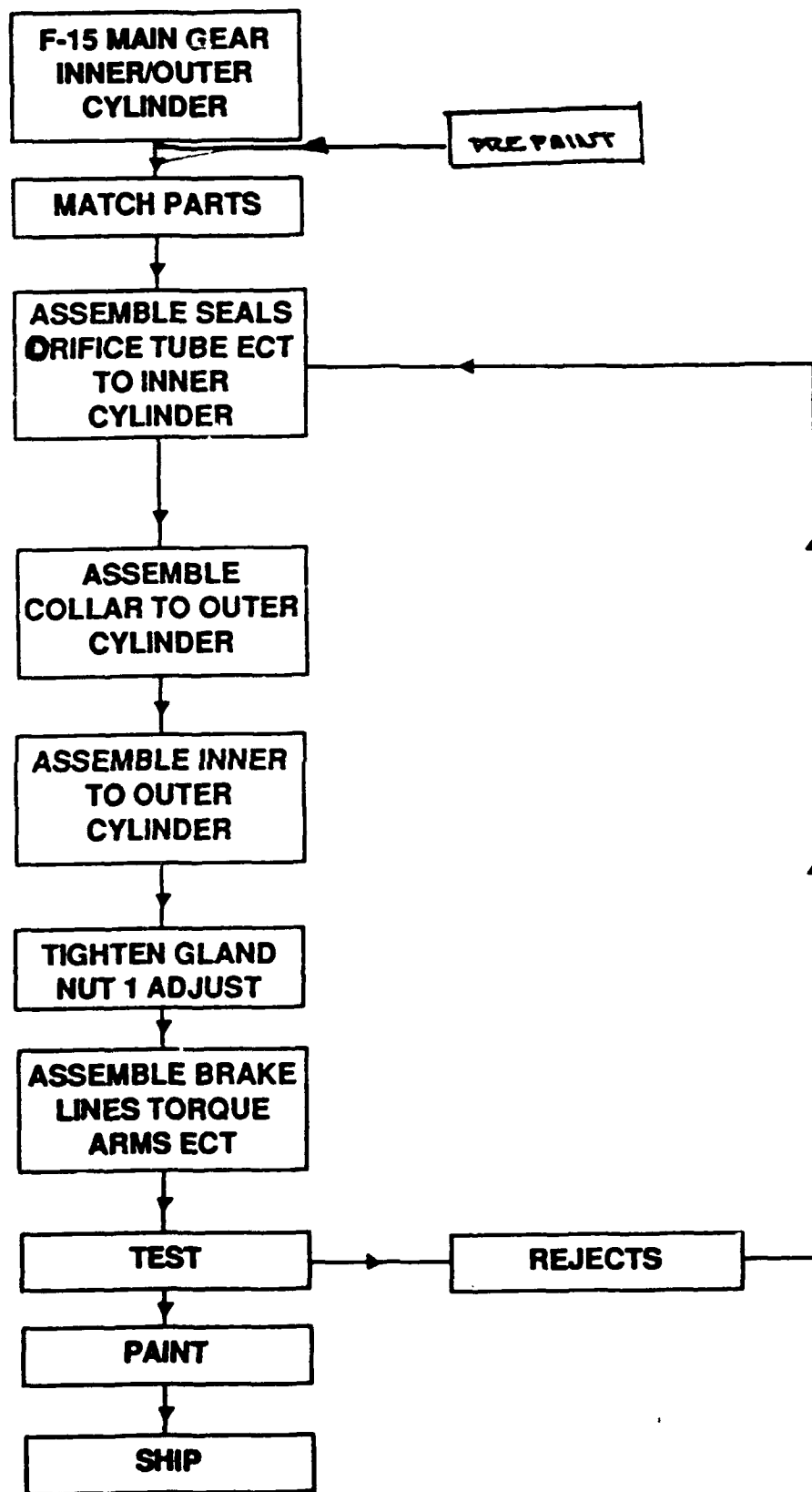


Strut Assembly Process flow chart

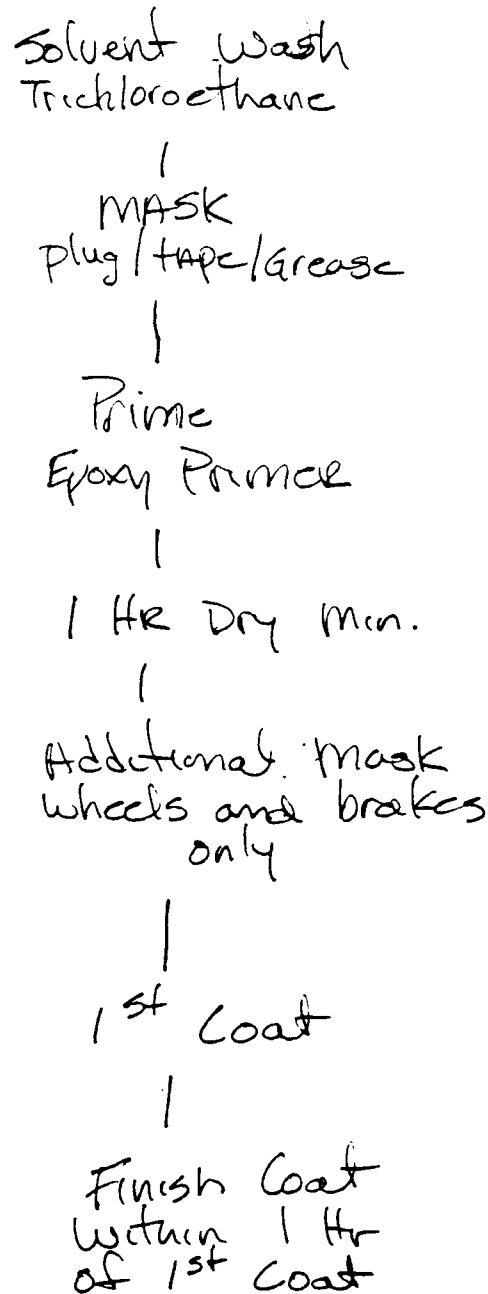


* Revised strut flow chart.
(was F-15 main gear Inner/outer cylinder)

5/1

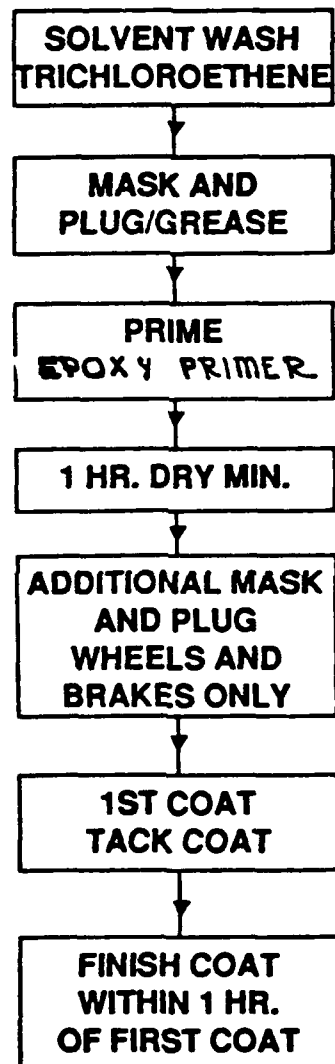


Paint Process flow chart



* Revised flow chart
was: Paint Process flow chart.

PAINT PROCESS FLOW CHART

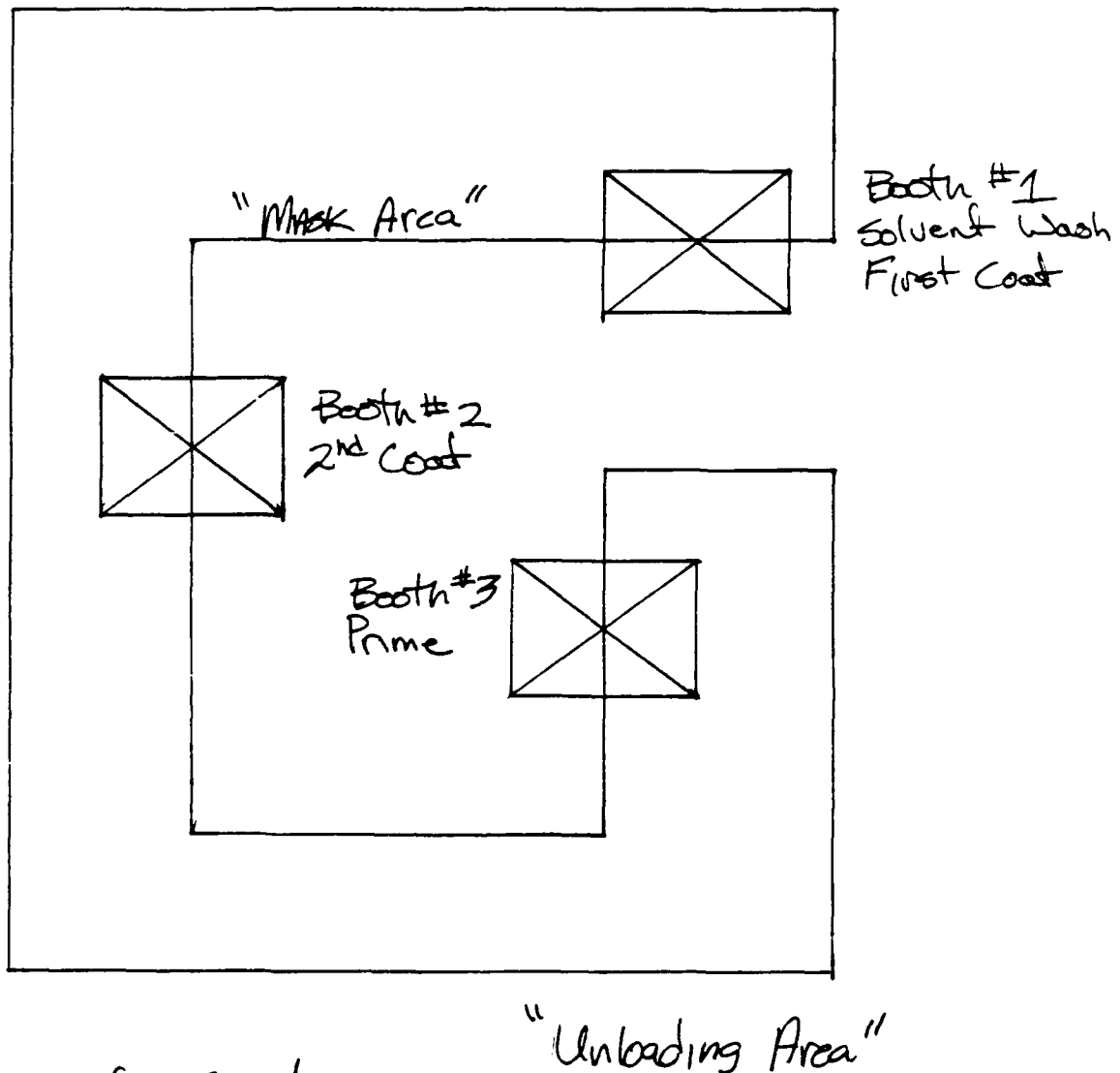


LSC-20128

Wheel and Brake Paint Product Flow

11

"Loading Area"



Sequence of Events

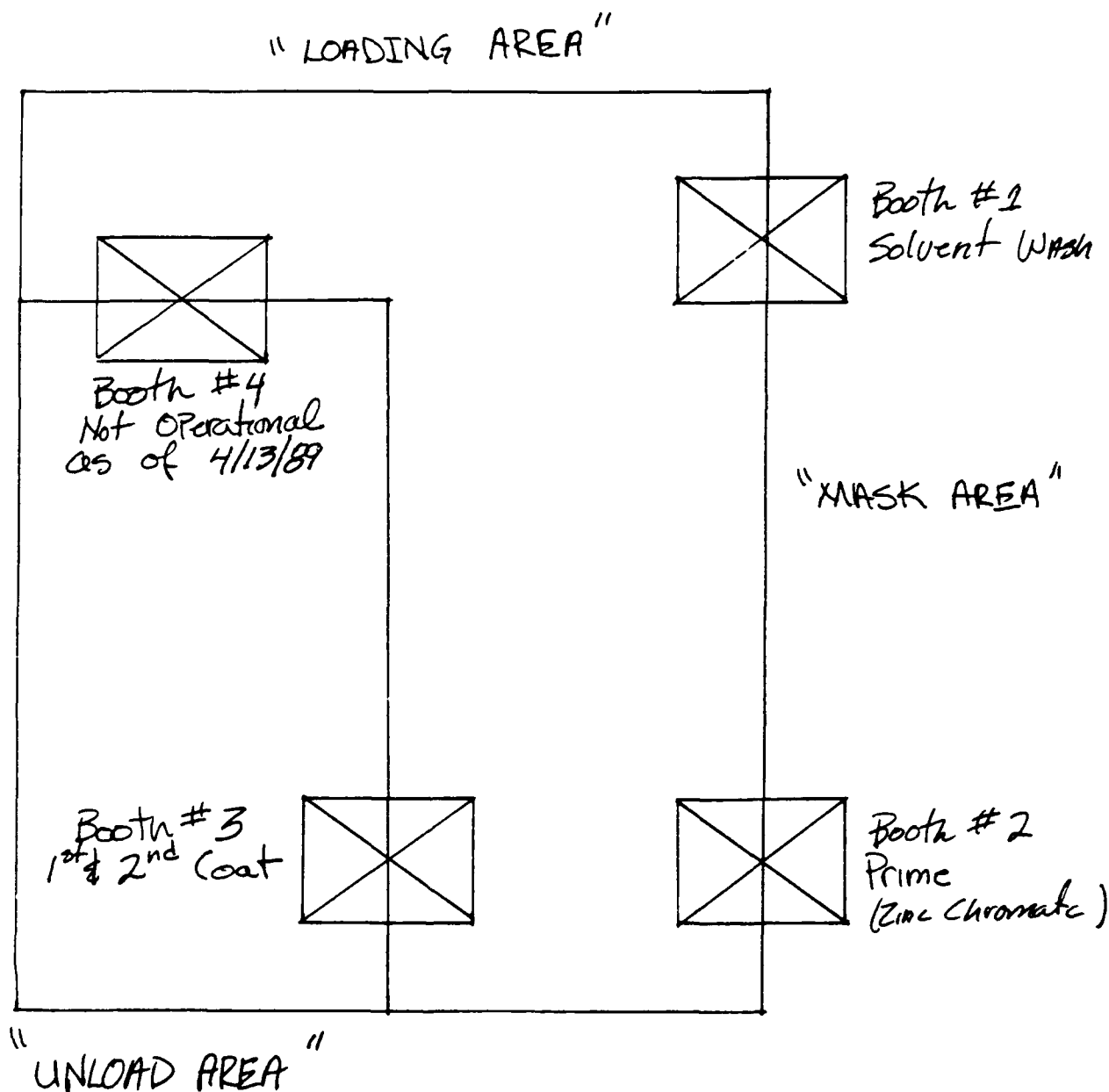
1. Load Parts - 43 carriers on line
2. Solvent Clean in Booth #1
3. Mask Areas to be protected
4. Prime in Booth #3
5. Apply 1st Coat in Booth #1
6. Apply Finish Coat in Booth #2
7. Unload parts

Notes:

Large Parts - 1 per carrier Small Parts - 2 per carrier
Complex (Detailed) parts painted on tables.

Strut Paint product Flow

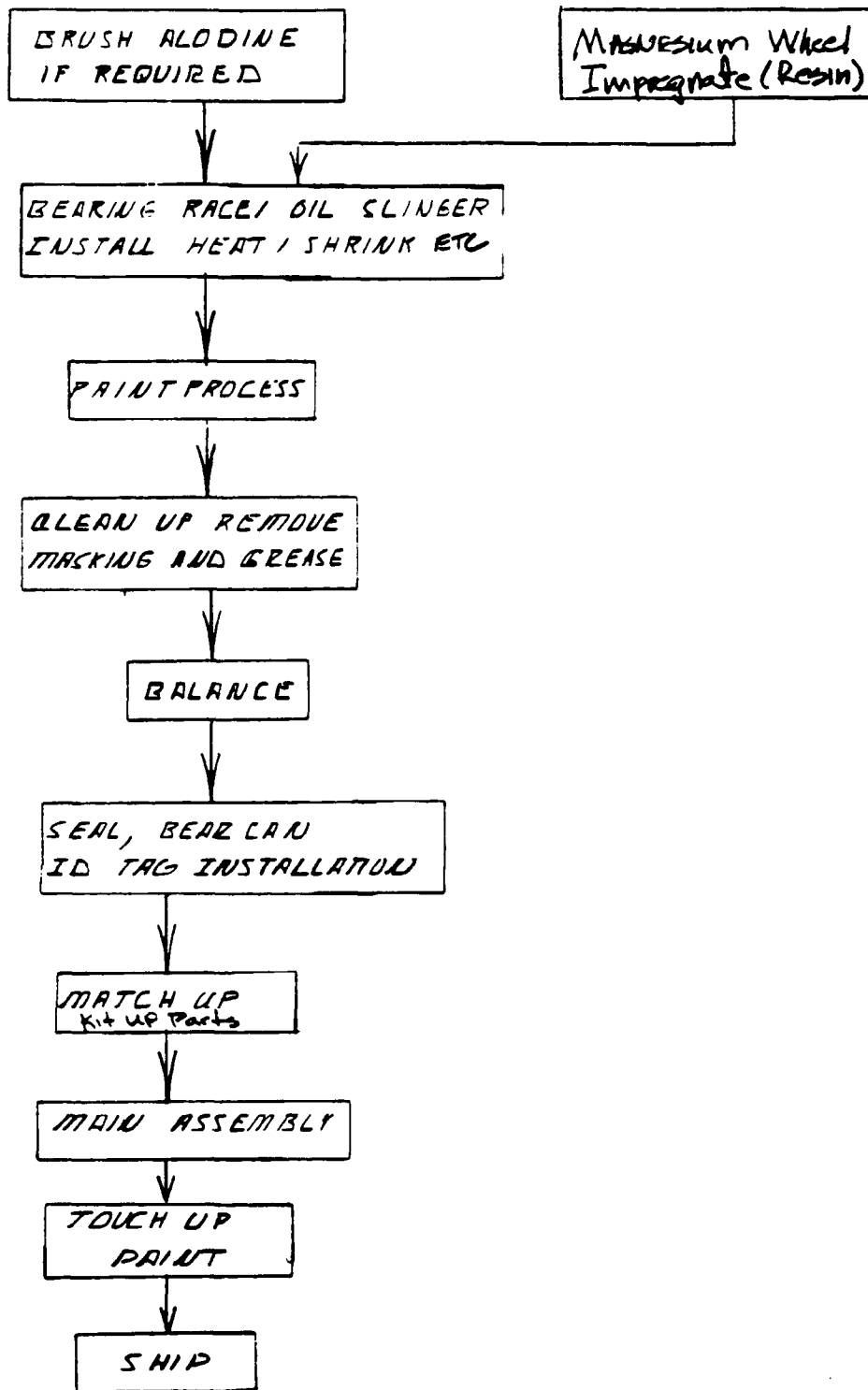
12



Sequence of Events

1. LOAD struts
2. Clean in Booth #1
3. Mask areas to be protected
4. Apply 1st and 2nd Coat in Booth #3
(2nd coat to be applied in Booth #4 when operational.)
5. Unload struts

WHEEL ASSEMBLY FLOW CHART



Wheel Assembly Process flow Chart

Brush Abdomine
If Required

Partial Match-up

Bearing race/oil Slinger
Installation (shrink fit)

Paint (See wheel paint flow)

Remove Paint
Masking (tape & Grease)

Balance wheel
~~hubs~~ halves

Partial Assembly,
Seals, Bearing Can
ID TAG, Etc

match-up

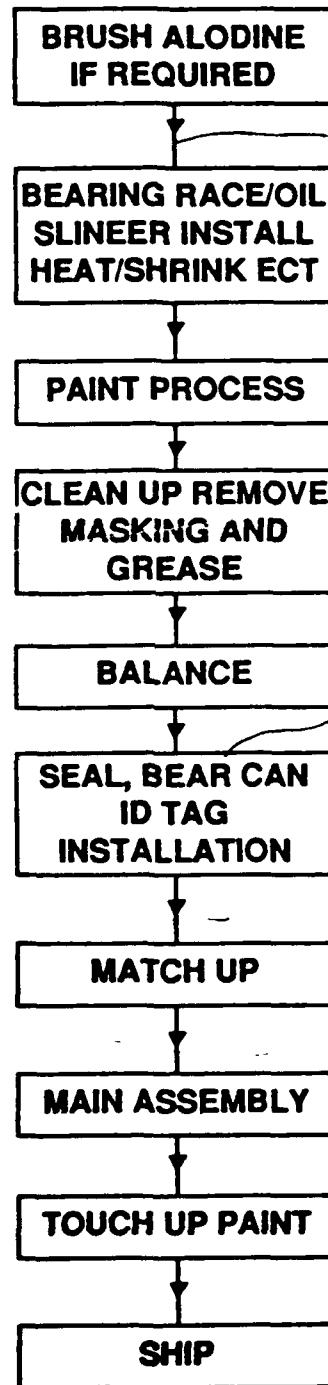
Assembly

Touch up paint

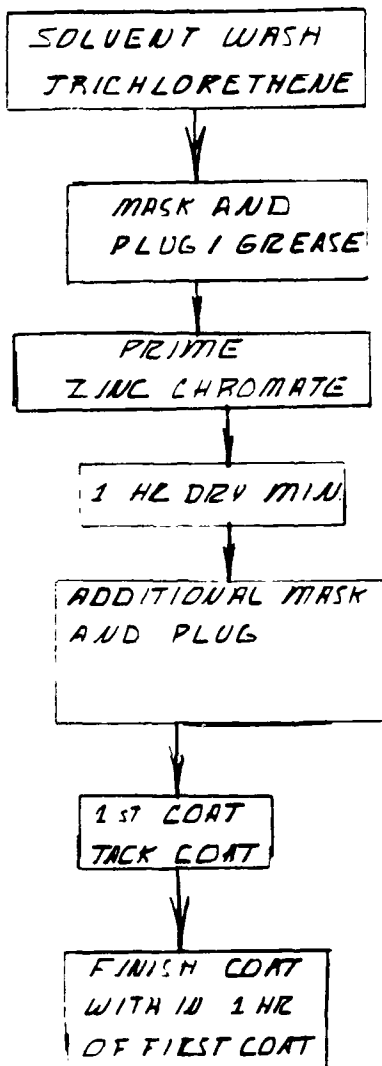
Ship

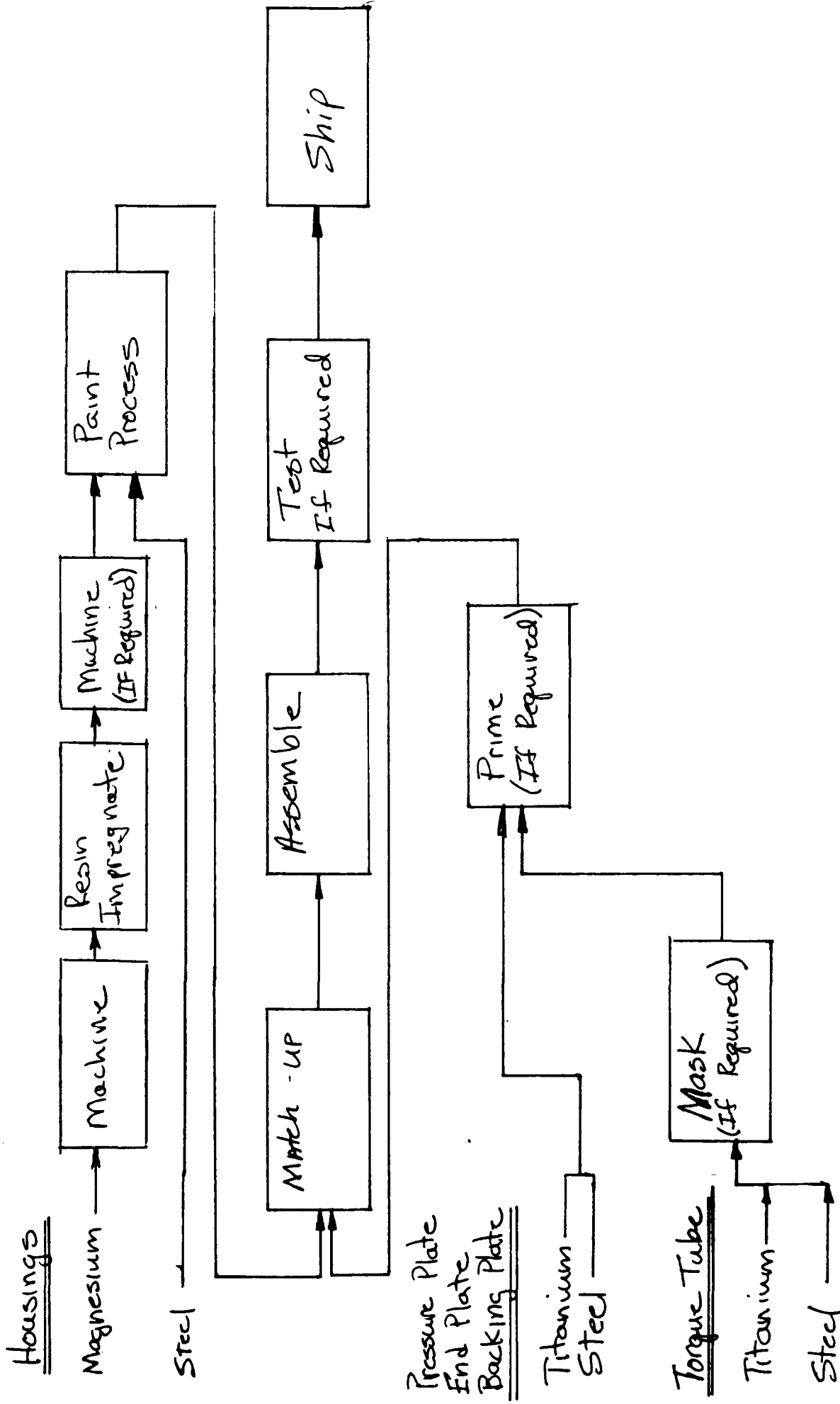
* Revised flow chart, was "Wheel Assembly flow chart"

WHEEL ASSEMBLY FLOW CHART



LSC-20129

PAINT PROCESS FLOW CHART



* Note: Beryllium and Titanium "wet blasted" in Beryllium Room.

Brake Process Flow

4/14/89

Sheet # 2

Rotors

Steel
Carbon

Stators

Steel
Carbon
Beryllium

Prime (Zinc Chromate)
If Required

Attach (Rivet) Clips
and Friction Material
If Required

Match-up

Assemble

Test
If Required

Ship

Piston/Cylinder

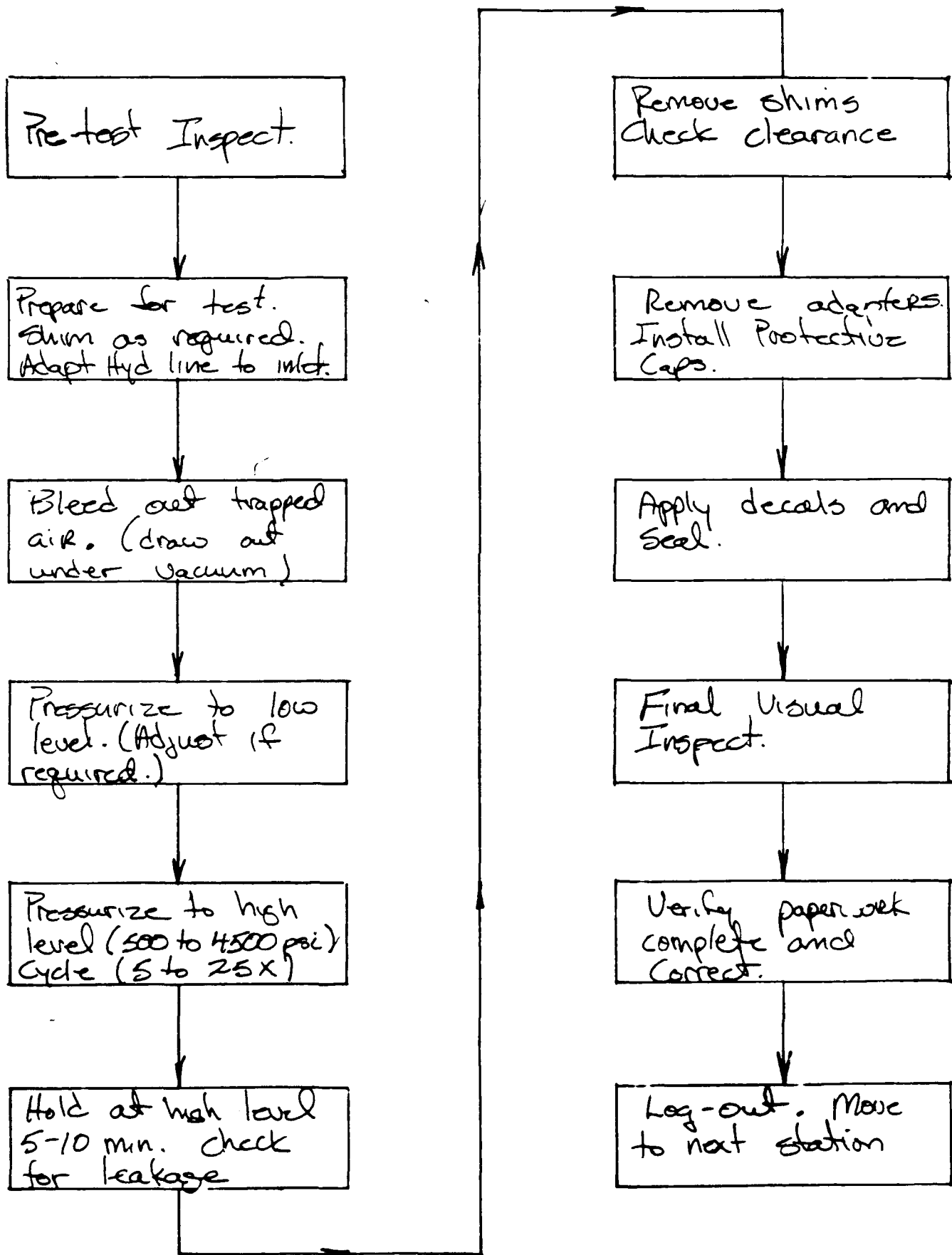
Aluminum

Stainless Steel

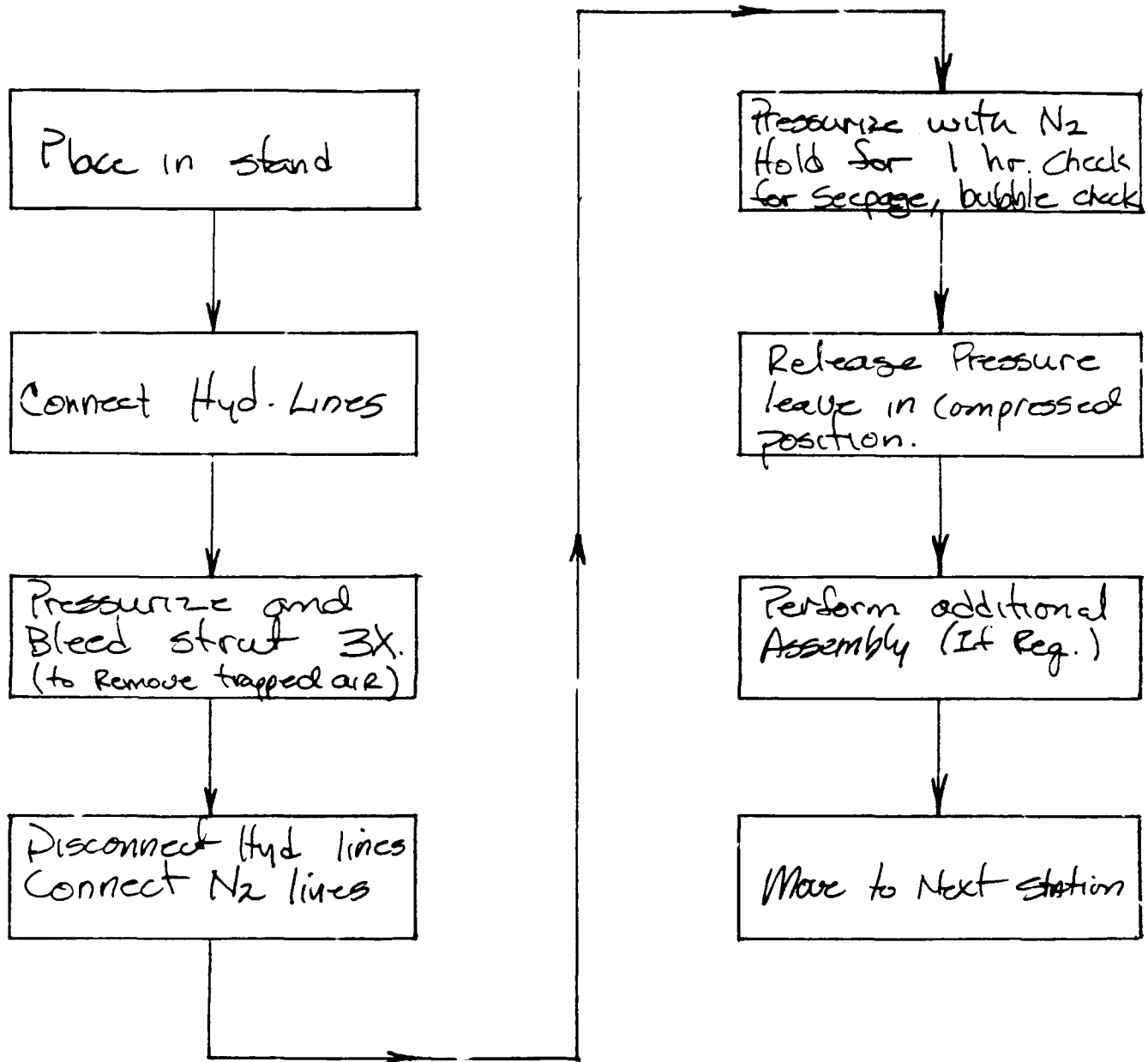
Pre-Assembly

Note Beryllium and Titanium "wet blasted" in Beryllium Room.

Brake Test



Strut Test



RCC EARNED HOURS FOR MNPCP... OCT 88 THRU JAN 89

PROD NO.		NOUN	RCC DPEH	RCC DPEH %	CUMM % EARNED HR
✓ 17576A	1620010054192	CSMLGLHA	1906.44	0.0478	0.0478
✓ 15468A	1630004927144	KC-135 M	1657.52	0.0415	0.0893
✓ 90101A	1630011826267	WHEEL	1607.78	0.0403	0.1296
4 17577A	1620010054193	CSN6LLHF	1574.91	0.0395	0.1691
5 17575A	1620010054191	CSMLGRHA	1568.13	0.0393	0.2084
6 15828A	1630010389239	UHL F16H	1201.47	0.0301	0.2385
7 25874A	1630011996430	F16 BRK	1075.76	0.0270	0.2655
8 17578A	1620010054194	CSMLGRHF	1051.67	0.0264	0.2919
✓ 62927A	1630011326400	UHL C141	948.62	0.0238	0.3157
✓ 17143A	1620001398474	B52M-AFT	785.06	0.0197	0.3354
11 15162A	1630002692622	KC135BRK	661.38	0.0166	0.3520
✓ 17142A	1620001398473	B52M-FWD	641.48	0.0161	0.3681
13 T5797J	1630ND026165C		629.75	0.0158	0.3839
14 15295A	1630000827955	F111 BRK	567.37	0.0142	0.3981
15 16836A	1620001099286	STRUTF4C	523.71	0.0131	0.4112
16 69595A	1630012286043	ML WHEEL	520.29	0.0130	0.4242
✓ 1716837A	1620001099287	STRUTF4C	516.25	0.0129	0.4371
18 74692A	1620001791425	BOCIE BM	482.56	0.0121	0.4492
19 26103A	1630011375742	F15 UHL	472.87	0.0119	0.4611
20 62905A	1630009658700	C130 UHL	447.92	0.0112	0.4723
✓ 17580A	1630010585912	UHL F15H	439.96	0.0110	0.4833
22 15592A	1630004210319	WHEEL AS	419.84	0.0105	0.4938
✓ 17565A	1620010204973	STRUT	394.95	0.0099	0.5037
24 5068A	1630007776698	B52 BRK	351.96	0.0088	0.5125
25 69354A	1620010597842	KC-135 N	350.71	0.0088	0.5213
26 15359A	1630000139129	UHL C135	335.47	0.0084	0.5297
27 15054A	1630000585242	KC135BRK	327.81	0.0082	0.5379
28 16123A	1620006776681	C130BASK	277.82	0.0070	0.5449
29 15752A	1630010627046	A10 BRK	277.38	0.0070	0.5519
30 26413A	1630011069702	F16 RTR	275.73	0.0069	0.5588
31 T5773J	1630ND028479C		275.55	0.0069	0.5657
32 68521A	1630010385126	UH 0130N	274.44	0.0069	0.5726
33 25737A	1620011951141	NLC8TRUT	274.22	0.0069	0.5755
34 15641A	1630002769849	F4 HSC	272.00	0.0068	0.5863
35 T5822J	1630ND028431C		263.45	0.0066	0.5929
36 15161A	1630000810815	C141 BRK	251.94	0.0063	0.5992
✓ 37 74524A	1620002468005	BOCIE B	251.70	0.0063	0.6055
38 T5802J			250.00	0.0063	0.6118
✓ 39 74527A	1620004427877	BRACE DR	247.64	0.0062	0.6180
40 T5821J	1630ND026166C		245.85	0.0062	0.6242
41 69657A	1620010389102	STRUT LH	242.30	0.0061	0.6303
42 16266A	1630007300126	F4N UHL	242.00	0.0061	0.6364
43 T5493J	1630004463778		240.00	0.0060	0.6424
44 74521A	1620001877445	NLC	239.67	0.0060	0.6484
45 T5817J	1630NB028432C		237.50	0.0060	0.6544
46 25425A	1630011158736	WHEEL	230.15	0.0058	0.6602
47 15139A	1630009009739	WHEEL 52	229.07	0.0057	0.6659
48 T5736J	1630ND05756750		220.35	0.0055	0.6714
49 72896A	1630004649162	C5 RTR	218.90	0.0055	0.6769
50 15327A	1630000254794	BRK C130	213.40	0.0053	0.6822
51 16019A	1620010246844	STRUT F4	205.65	0.0052	0.6874

RCC EARNED HOURS FOR MNPGR... OCT 88 THRU JAN 89

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PROD NO.	NOUN	RCC DPEH	RCC DPEH X	CUMM % EARNED HR
52 15603A 1630005918349	KC135 BP	204.10	0.0051	0.6925
53 26411A 1630010844227	F16 STR	202.02	0.0051	0.6976
54 74568A 1630004100058	A7 BRK	195.02	0.0049	0.7025
55 17478A 1620002990278	T38-NLG	194.78	0.0049	0.7074
56 15757A 1630009141329	WHL C130	192.02	0.0048	0.7122
57 T5911J 1630ND028493G		188.65	0.0047	0.7169
58 19937A 1620010816339	STRUT AY	181.10	0.0045	0.7214
59 26338A 1620011671000	M-LH-HW	172.61	0.0043	0.7257
60 26559A 1630010690093	F15CDTR	171.68	0.0043	0.7300
61 T7582I 1620010054194		170.00	0.0043	0.7343
62 T7600I 1620010054191		170.00	0.0043	0.7386
63 15485A 1630004463778	WHL F4	169.20	0.0042	0.7428
64 T9355I 1620010597842		168.80	0.0042	0.7470
65 T5846J		165.00	0.0041	0.7511
66 62923A 1630011253957	WHL C141	162.70	0.0041	0.7552
67 15698A 1630010414570	C5A BRKE	160.92	0.0040	0.7592
68 16267A 1630008521432	F4N WHL	159.16	0.0040	0.7632
69 17402A 1620010627002	F15-NLG	158.11	0.0040	0.7672
70 00124B 000F0004E	AIRCRAFT	153.90	0.0039	0.7711
71 17357A 1620007419178	BRACE	145.04	0.0036	0.7747
72 69794A 1630011414695	F15 WHL	139.59	0.0035	0.7782
73 15686A 1630005969637	WHEEL N	139.08	0.0035	0.7817
74 00126B 00RF0004C	AIRCRAFT	138.60	0.0035	0.7852
75 69549A 1620001386373	LWRSIDES	134.04	0.0034	0.7886
76 26560A 1630010694338	F15COSTR	133.20	0.0033	0.7919
77 15387A 1630005557523	T38 BRK	132.72	0.0033	0.7952
78 17348A 1620007117771	S STRUT	129.95	0.0033	0.7985
79 26642A 1620012026349	STRUT AS	127.88	0.0032	0.8017
80 T5842J 1630ND026168G		126.50	0.0032	0.8049
81 17245A 1620006525472	BRACE AS	124.98	0.0031	0.8080
82 72895A 1630004649160	C5 STR	121.80	0.0031	0.8111
83 16264A 1620006706602	COLLAR	120.00	0.0030	0.8141
84 15526A 1630002420942	WHEEL B	113.82	0.0029	0.8170
85 72898A 1630002861879	WHEEL N	113.61	0.0028	0.8198
86 T1302A 9999POV10A		112.00	0.0028	0.8226
87 19844A 1620008961203	STRUT AY	110.45	0.0028	0.8254
88 T6687A 1620007197427		106.44	0.0027	0.8281
89 45578A 1630011392892	WHEEL NL	105.00	0.0026	0.8307
90 69136A 1620009272600	LINK ASY	103.80	0.0026	0.8333
91 72877A 1620004325651	NLG	100.40	0.0025	0.8358
92 26556A 1630010830444	F15ABRTR	98.02	0.0025	0.8383
93 68735A 1630010830445	F15ABRK	97.67	0.0024	0.8407
94 17354A 1620005459439	STRUT NL	96.46	0.0024	0.8431
95 17474A 1620002640744	T38H-L/H	95.42	0.0024	0.8455
96 T5468I 1630004463778		94.00	0.0024	0.8479
97 26410A 1630011062484	F16 PP	91.91	0.0023	0.8502
98 15746A 1630000816687	WHL-C141	91.05	0.0023	0.8525
99 62922A 1630010506139	WHL C141	91.01	0.0023	0.8548
100 26412A 1630011069701	F16 EP	91.00	0.0023	0.8571
101 T5823J 1630ND088430G		87.45	0.0022	0.8593
102 T5809J 1630ND028496G		84.70	0.0021	0.8614

79 Pgs
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RCC EARNED HOURS FOR MNPCP...OCT 88 THRU JAN 89

PROD NO	NOUN	RCC DPEH	RCC DPEH %	CUMM X EARNED HR
103 42626A 1620007158562	B52-RH.T	84.69	0.0021	0.8639
104 17664A 1620010700632	STRUT	83.56	0.0021	0.8656
105 15583A 1630008329000	FB111BRK	83.33	0.0021	0.8677
106 17239A 1620006793440	TRUNNION	82.67	0.0021	0.8698
107 74652A 1620001406466	BALLSCRW	81.96	0.0021	0.8719
108 T8647L 1620010341198		81.84	0.0021	0.8740
109 17527A 1620010063237	A7-MLG	81.34	0.0020	0.8760
110 83317A 1620011627542	DR BRACE	80.35	0.0020	0.8780
111 15865A 1620009272601	C141LKAS	79.95	0.0020	0.8800
112 18751A 1620003079442	B52SHAFT	79.90	0.0020	0.8820
113 17568A 1620000071783	F5-TRUNN	79.00	0.0020	0.8840
114 69803A 1620011680338	CH3-NLG	78.76	0.0020	0.8860
115 17347A 1620007099371	S STRUT	76.66	0.0019	0.8879
116 16915A 1620009485066	TRUCK AY	74.54	0.0019	0.8898
117 T7601L 1620000071783		73.92	0.0019	0.8917
118 T5530L 1630005470116		73.32	0.0018	0.8935
119 T6850A 1620001157419		69.75	0.0017	0.8952
120 42625A 1620007158561	STRUT	69.12	0.0017	0.8969
121 74506A 1620009322368	BRACE DR	68.25	0.0017	0.8986
122 17327A 1620009118301	TRUNNION	67.28	0.0017	0.9003
123 T9545I 1620000852624		66.10	0.0017	0.9020
124 74553A 1620009746793	BRACE DR	64.75	0.0016	0.9036
125 T5007J 1630ND0284956		63.25	0.0016	0.9052
126 17663A 1620010668946	STRUT	62.88	0.0016	0.9068
127 17476A 1620002795839	T38M-R/H	60.68	0.0015	0.9083
128 T5827J 1630ND0261676		59.95	0.0015	0.9098
129 16297A 1620010374639	CH3-NLG	58.59	0.0015	0.9113
130 17964A 1630010716112	F15 NU	58.10	0.0015	0.9128
131 28041A 1630002262376	DR PLATE	57.21	0.0014	0.9142
132 17467A 1620006509335	TORSION	56.65	0.0014	0.9156
133 T5810J 1630ND0284976		56.65	0.0014	0.9170
134 15481A 1630004534893	UHL C141	56.04	0.0014	0.9184
135 17418A 1620010135910	SHOCK ST	55.85	0.0014	0.9198
136 15642A 1630010054189	C130 BP	55.80	0.0014	0.9212
137 15523A 1630001576723	UHL F111	55.21	0.0014	0.9226
138 T5864J		55.00	0.0014	0.9240
139 17451A 1620006518221	TRUNNION	54.47	0.0014	0.9254
140 26461A 1630011862469	FISCDSTK	53.28	0.0013	0.9267
141 74516A 1620001791083	BRACE DR	49.92	0.0013	0.9280
142 15866A 1620011037747	STRUT	48.68	0.0012	0.9292
143 T6295I 1620002421514		48.62	0.0012	0.9304
144 T5038C		47.70	0.0012	0.9316
145 T5040C		47.70	0.0012	0.9328
146 69833A 1620011031950	STRUT	47.58	0.0012	0.9340
147 17407A 1620009921498	BOLT ASY	46.08	0.0012	0.9352
148 26108A 1620011627518	F-16 NLG	45.00	0.0011	0.9363
149 T7863I 1630011894176		44.82	0.0011	0.9374
150 26561A 1630010690092	FISCD PP	44.40	0.0011	0.9385
151 26462A 1630011467682	FISABSTK	44.28	0.0011	0.9396
152 36192A 1630008691784	PLATE AY	43.40	0.0011	0.9407
153 15519A 1630001132133	FB111STR	43.24	0.0011	0.9418

RCC EARNED HOURS FOR MNPCP...OCT 88 THRU JAN 89

PROD NO.	NOUN	RCC DPEH	RCC DPEH %	CUMM % EARNED HR
154 T6604H 1620012548600		42.93	0.0011	0.9429
155 15651A 1630005582594	WHEEL AS	42.84	0.0011	0.9440
156 63711A 1620000254773	B52-DRAG	42.59	0.0011	0.9451
157 T9356I 1620010597842		42.20	0.0011	0.9462
158 26558A 1630010730594	F15CD EP	39.66	0.0010	0.9472
159 T9908Q		39.27	0.0010	0.9482
160 26554A 1630010827467	F15ABSTR	37.80	0.0009	0.9491
161 25918A 1620010141984	RHSTRUT	37.01	0.0009	0.9500
162 17313A 1620006518222	TRUNNION	36.50	0.0009	0.9509
163 26643A 1630012447181	F16 STK	36.36	0.0009	0.9518
164 15639A 1630010054188	C130 PP	36.16	0.0009	0.9527
165 26109A 1620012348655	F16BRACE	33.38	0.0008	0.9535
166 26829A 1630008873207	WHEEL	33.33	0.0008	0.9543
167 18182A 1620009224173	TUBE	32.64	0.0008	0.9551
168 26643C 1630012447181	F16 HTST	32.50	0.0008	0.9559
169 00199B 000F0004E	AIRCRAFT	31.30	0.0008	0.9567
170 T5693I 1630008691784		30.89	0.0008	0.9575
171 15242A 1630009000745	WHL F100	30.24	0.0008	0.9583
172 19847A 1630010597069	F15CDBRK	28.27	0.0007	0.9590
173 17547A 1620001405242	F5-RH-DB	27.77	0.0007	0.9597
174 19938A 1620010856009	A10-MLC	27.71	0.0007	0.9604
175 69658A 1620010389101	STRUT RH	26.13	0.0007	0.9611
176 26557A 1630010838230	F15ABEPT	26.10	0.0007	0.9618
177 T5863J 1630ND0284376		25.85	0.0006	0.9624
178 T5107J 1630006527376		25.00	0.0006	0.9630
179 15302A 1630009414191	WHLF111	24.54	0.0006	0.9636
180 17662A 1620010668945	STRUT-MG	23.58	0.0006	0.9642
181 26111A 1620012007131	16PISTON	21.80	0.0005	0.9647
182 00109B 00RF0004C	AIRCRAFT	21.50	0.0005	0.9652
183 T5731I 1630005723695		21.00	0.0005	0.9657
184 74561A 1620001357877	A7-MLC	20.95	0.0005	0.9662
185 74552A 1620009270298	PIVOT P	20.80	0.0005	0.9667
186 16296A 1620004821247	CH3-MLC	20.71	0.0005	0.9672
187 17757A 4730007586711LE	BOLT	20.52	0.0005	0.9677
188 19911A 1630009141329	WHEEL	20.42	0.0005	0.9682
189 69554A 1620005251156	LWR UNIV	20.14	0.0005	0.9687
190 00129B 000F0004G	AIRCRAFT	20.10	0.0005	0.9692
191 T5144Q 5365008635031LE		20.00	0.0005	0.9697
192 26555A 1630010829734	F15AB TP	19.53	0.0005	0.9702
193 74528A 1620004719659	D/B TRUN	19.50	0.0005	0.9707
194 T4798A 1620004853752		19.25	0.0005	0.9712
195 16203A 1620007856073	SHAFT	19.14	0.0005	0.9717
196 15652A 1630010054262	WHEEL AS	18.20	0.0005	0.9722
197 25917A 1620010141983	LHSTRUT	17.66	0.0004	0.9726
198 T5845J		17.60	0.0004	0.9730
199 18076A 3040001614085LE	ROD ASSY	17.54	0.0004	0.9734
200 72879A 1620004463776	MLG OUTR	17.53	0.0004	0.9738
201 15576A 1630001473854	F5E BRK	17.52	0.0004	0.9742
202 17686A 1620002810622	LINK ASY	17.41	0.0004	0.9746
203 78048A 1620009438754	BRACE	17.16	0.0004	0.9750
204 68878A 1620011009806	STRUT MG	16.90	0.0004	0.9754

RCC EARNED HOURS FOR MNP GP...OCT 88 THRU JAN 89

PROD NO.	NOUN	RCC DPEH	RCC DPEH %	CUMM X EARNED HR
205 22420A 1630008329087	WHEEL MG	16.81	0.0004	0.9750
206 15521A 1630008562073	FB111 PP	16.42	0.0004	0.9762
207 34507A 1630005404253	F100 BRK	16.26	0.0004	0.9766
208 17546A 1620001405241	F5-LH-DB	16.15	0.0004	0.9770
209 16776A 1630008473731	A37 BRK	16.10	0.0004	0.9774
210 15616A 1630005678162	C141 BP	15.80	0.0004	0.9778
211 74575A 1620009299692	P-N 3661	15.68	0.0004	0.9782
212 17595A 1620008372427	A7-MLG	15.35	0.0004	0.9786
213 77163A 1620001753939		15.00	0.0004	0.9790
214 17576G 1620010054192	CSAMLHAF	14.52	0.0004	0.9794
215 17578G 1620010054194	CSMLGRHF	14.52	0.0004	0.9798
216 T5788J 1630ND0284886		14.30	0.0004	0.9802
217 T5816J 1630ND0285026		14.30	0.0004	0.9806
218 17315A 1620003069943	S STRUT	14.05	0.0004	0.9810
219 26578A 1620ND0537976	DRG BRAC	14.04	0.0004	0.9814
220 69098A 1620003654001	BALLSCRU	14.00	0.0004	0.9818
221 T6598Q		14.00	0.0004	0.9822
222 24373A 1620008302609	LINK/ATT	13.54	0.0003	0.9825
223 T1385Q 1620PC141CA1PLG		13.54	0.0003	0.9828
224 T6301A 1620002421519		12.75	0.0003	0.9831
225 24372A 1620008242889	LINK ASY	12.74	0.0003	0.9834
226 T5826I 1630010525340		12.50	0.0003	0.9837
227 T1386Q 1620PC141CA1PLG		12.25	0.0003	0.9840
228 17687A 1620010805925	INNER CL	12.23	0.0003	0.9843
229 69551A 1620003129664	LINKASSY	12.10	0.0003	0.9846
230 T5792J		12.10	0.0003	0.9849
231 15728A 1630009376604	HOUSING	11.68	0.0003	0.9852
232 17567A 1620010381912	KC-135 N	11.33	0.0003	0.9855
233 15053A 1630000528403	BRAKEASB	11.28	0.0003	0.9858
234 17314A 1620003069942	S STRUT	11.24	0.0003	0.9861
235 00118B 000F0004E	AIRCRAFT	11.20	0.0003	0.9864
236 00121B 000F0004D	AIRCRAFT	11.20	0.0003	0.9867
237 69855A 1620006052768	B52PLATE	11.20	0.0003	0.9870
238 74518A 1620001791087	BRACE DR	10.92	0.0003	0.9873
239 15361A 1630000542557	UHLB52	10.84	0.0003	0.9876
240 17574A 1620003977413	CRK ASSY	10.79	0.0003	0.9879
241 68891A 1630008562195	FB111 BP	10.53	0.0003	0.9882
242 69578A 1620011431155	STRUT AY	10.46	0.0003	0.9885
243 T5466A 1630006526092		10.35	0.0003	0.9888
244 15348A 1630008430965	UHLF111	10.32	0.0003	0.9891
245 16623A 1620011146869	C141T.A.	10.31	0.0003	0.9894
246 74571A 1620009317355	TORQ ARM	10.05	0.0003	0.9897
247 T1298Q 1620006238911		10.00	0.0003	0.9900
248 T1299Q 1620006776481		10.00	0.0003	0.9903
249 T5068G 1630007776698		10.00	0.0003	0.9906
250 T7546A 1620001405240		9.76	0.0002	0.9908
251 19266A 1630010098475	E3A BRK	9.24	0.0002	0.9910
252 17353A 1620005459395	STRUT ML	8.98	0.0002	0.9912
253 15222A 1630009271829	F4 HSC	8.50	0.0002	0.9914
254 00119B 000F0004C	AIRCRAFT	8.40	0.0002	0.9916
255 15749A 1630002272000	F5 BRK	8.40	0.0002	0.9918

RCC EARNED HOURS FOR MNPCP...OCT 88 THRU JAN 89

PROD NO.	NOUN	RCC DPEH	RCC DPEH %	CUMM % EARNED HR
256 T4521Q 1620001877445		8.00	0.0002	0.9920
257 T9584C 1620011430334		8.00	0.0002	0.9922
258 74535A 1620000699889	BRACE DR	7.80	0.0002	0.9924
259 69707A 1620003051849	BRACE	7.76	0.0002	0.9926
260 77261A 1620007330993	CAM	7.60	0.0002	0.9928
261 67119A 1630006526092	BRAKE	7.38	0.0002	0.9930
262 16743A 1620002041208	BELLCRNK	7.14	0.0002	0.9932
263 T8586A 1630005090317		7.05	0.0002	0.9934
264 T1350Q 1620006238911		6.96	0.0002	0.9936
265 15677A 1620011741655	STRUT AY	6.85	0.0002	0.9938
266 T9438I 1620009872517		6.70	0.0002	0.9940
267 16288A 1620009248927	YOKE	6.58	0.0002	0.9942
268 26110A 1620012005320	F16PISTO	6.30	0.0002	0.9944
269 74551A 1620008670810	SHAFT AS	6.12	0.0002	0.9946
270 15753A 1630010098474	WHL E3AM	6.08	0.0002	0.9948
271 T6912A 1620006133512		6.00	0.0002	0.9950
272 T7694I 1620010803404		6.00	0.0002	0.9952
273 16727A 1620011249137	F-16TARM	5.98	0.0001	0.9953
274 74525A 5315002952512LE	ROOT PIN	5.80	0.0001	0.9954
275 17677A 1620004221839	STAB ROD	5.63	0.0001	0.9955
276 69655A 1620010654867	BALL8CRW	5.19	0.0001	0.9956
277 16734A 1630004681727	F111 TT	5.00	0.0001	0.9957
278 T1293Q		5.00	0.0001	0.9958
279 T1300Q 1620011431155		5.00	0.0001	0.9959
280 T6123G 1620006776681		5.00	0.0001	0.9960
281 T6124C 1620006776681		5.00	0.0001	0.9961
282 T6127C		5.00	0.0001	0.9962
283 T6254A 1620000624060		5.00	0.0001	0.9963
284 T9940C 1620010856009		4.66	0.0001	0.9964
285 74565A 1630000752003	A7D WHL	4.60	0.0001	0.9965
286 69569A 1620008058495	TORQ STR	4.42	0.0001	0.9966
287 T1215Q 1620006776681		4.36	0.0001	0.9967
288 69573A 1620006238913	TORO ST	4.31	0.0001	0.9968
289 25598A 1630007057296	T38 TT	4.25	0.0001	0.9969
290 34456A 1620000922037	DRG LINK	4.00	0.0001	0.9970
291 T1435A 9999P000V0010A		4.00	0.0001	0.9971
292 T7317C 1620011627542		4.00	0.0001	0.9972
293 T7402C 1620010627002		4.00	0.0001	0.9973
294 T9580C		4.00	0.0001	0.9974
295 T9564A 1620008840372		3.94	0.0001	0.9975
296 16404A 1630010140656LC	C130H WH	3.86	0.0001	0.9976
297 T1383Q 1620PC141CAIPLG		3.63	0.0001	0.9977
298 T5305A 1620010888102		3.60	0.0001	0.9978
299 26597A 1620012548600	TORQUEAM	3.56	0.0001	0.9979
300 26029A 1630010054180	C130 NPP	3.55	0.0001	0.9980
301 19314A 1620010710968	F16COLAR	3.52	0.0001	0.9981
302 16298A 1630010659469	F15CDHSG	3.50	0.0001	0.9982
303 69887A 1620007057261	B52-RH-T	3.48	0.0001	0.9983
304 T1510Q 1620006776681		3.46	0.0001	0.9984
305 74709A 1630004649167	C5 HSC	3.36	0.0001	0.9985
306 14991A 3040001646783LE	LINK CON	3.34	0.0001	0.9986

RCC EARNED HOURS FOR MNPGP...OCT 88 THRU JAN 89

7

PROD NO.	NOUN	RCC DPEH	RCC DPEH X	CUMM % EARNED HR
307 T7760I 1620010714803		3.12	0.0001	0.9987
308 26182A 1630010688013	F15CD TT	3.05	0.0001	0.9988
309 T9439A 1620009872517		3.05	0.0001	0.9989
310 T4813J		3.00	0.0001	0.9990
311 T9358Q 1620010571041		3.00	0.0001	0.9991
312 68884A 1620003051726	F15N-ARM	2.91	0.0001	0.9992
313 26597G 1620012548600	UPPTORGA	2.78	0.0001	0.9993
314 25369A 1620010569656	F-16 CYL	2.76	0.0001	0.9994
315 15822A 1630010555056	WHL FSM	2.78	0.0001	0.9995
316 60343A 1620003109830	CYL NLG	2.52	0.0001	0.9996
317 17324A 1620003002261	SHOCK ST	2.48	0.0001	0.9997
318 00162C 000F0016A	AIRCRAFT	2.40	0.0001	0.9998
319 T4047J		2.20	0.0001	0.9999
320 T5786J 1630ND028487C		2.20	0.0001	1.0000
321 T6132C 1620006776681		2.15	0.0001	1.0001
322 T5578A 1630011392892		2.12	0.0001	1.0002
323 00166C 000F0016B	AIRCRAFT	2.10	0.0001	1.0003
324 T6779I 1620000563339		2.10	0.0001	1.0004
325 T5874C 1630011996430		2.00	0.0001	1.0005
326 17517A 1620003486485	TUBE	1.95	0.0000	1.0005
327 T9357I 1620010576293		1.75	0.0000	1.0005
328 T1359Q 1620011431155		1.74	0.0000	1.0005
329 T1335Q 1620008961203		1.73	0.0000	1.0005
330 26579A 1620ND052083C	DRG BRAC	1.56	0.0000	1.0005
331 69238A 1620009438753	BRACE	1.56	0.0000	1.0005
332 T6313I 1620010753562		1.50	0.0000	1.0005
333 T1507Q 1620001877445		1.47	0.0000	1.0005
334 T6129C		1.42	0.0000	1.0005
335 15862A 1620010710538	F16PA89Y	1.34	0.0000	1.0005
336 16334A 1620010710537	F16MAXLE	1.29	0.0000	1.0005
337 69556A 1620005918508	ACT BEAM	1.28	0.0000	1.0005
338 T7043A 1620005343898		1.28	0.0000	1.0005
339 26049A 1630001024365	C130 TT	1.24	0.0000	1.0005
340 69775A 5315005006801LE	ROOT PIN	1.16	0.0000	1.0005
341 T1152Q 1620006238911		1.14	0.0000	1.0005
342 T4644A 1620001157393	TUBE ASS	1.04	0.0000	1.0005
343 16582A 1620010715592	F-16TARM	1.02	0.0000	1.0005
344 T5652A 1630007947437		1.00	0.0000	1.0005
345 T5876H 1630011996430		1.00	0.0000	1.0005
346 69577A 1620009763391	BRACE AY	0.89	0.0000	1.0005
347 16315A 1620010710535	F16MAXLE	0.86	0.0000	1.0005
348 T5039I 1620001947597		0.84	0.0000	1.0005
349 15644A 1630001238806	F15 HSC	0.82	0.0000	1.0005
350 69557A 1620006587980	BRAKEROD	0.81	0.0000	1.0005
351 T7668A 1620010366506		0.75	0.0000	1.0005
352 69558A 1620006142352	UPUNIVRL	0.73	0.0000	1.0005
353 00165A 000F0016B	AIRCRAFT	0.60	0.0000	1.0005
354 T3043J		0.60	0.0000	1.0005
355 T4528A 1620005073015		0.50	0.0000	1.0005
356 T9581I 1620011430384		0.50	0.0000	1.0005
357 16138A 1630010345387	E3A TT	0.40	0.0000	1.0005

RCC EARNED HOURS FOR MNPCP...OCT 88 THRU JAN 89

PROD NO.	NOUN	RCC DPEH	RCC DPEH %	CUMM % EARNED HR
358 90400A 1620006099806	LINK	0.40	0.0000	1.0005
359 T5070C 1630007776638		0.40	0.0000	1.0005
360 T7263Q		0.30	0.0000	1.0005
361 T6247I 1620003051772		0.20	0.0000	1.0005
362 T5056C 1630000585242		0.10	0.0000	1.0005
363 T5162C 1630002692622		0.10	0.0000	1.0005
364 T5295C 1630000827955		0.10	0.0000	1.0005
365 T5296C 1630000827955		0.10	0.0000	1.0005
366 T5884C		0.10	0.0000	1.0005
367 T5889C		0.10	0.0000	1.0005
368 T7119C 1630006526092		0.10	0.0000	1.0005
369 T7486C 1630009092247		0.10	0.0000	1.0005
370 26337A 1620011670999	M-RH-WU	0.03	0.0000	1.0005

39,893.24

ALC.SASCAN.CNTL(008020P)

OGDEN 80/20 SORTED BY MANPGP

[illegible]

14:15 MONDAY, MARCH 27, 1989

ALC.SASCAN.CNTL(008020P)

OGDEN 80/20 SORTED BY MANPGP

M S N	P C N	O P E R S	O B S E R S	P G P P	P G W S	P G W P	P N A S	P N A P	P R A S	P R B S	P R B P	P R C E	P R C P	P W S	P W P	P W P	L T O T	C U M
1620009317355	74571A	.	.	246 0.0003	122	0.0018	381 0.0001	95 0.0016	.	.	.	244 0.0004	.	.	.	.	149.163 0.790811	
1620006238911	T1298Q	.	.	247 0.0003	244	0.0003	.	.	.	.	.	.	.	.	.	.	20.611 0.790913	
1620006776681	T1298Q	.	.	248 0.0003	.	.	.	.	.	.	.	.	.	.	.	.	11.968 0.790972	
163000776698	T5086G	35	.	249 0.0003	.	.	.	.	.	.	.	.	.	.	.	.	11.968 0.791031	
1620001405240	T7546A	.	.	250 0.0002	298	0.0002	367 0.0001	233 0.0001	.	.	.	236 0.0004	.	.	.	.	32.584 0.791192	
1630010098475	19266A	.	.	251 0.0002	141	0.0014	495 0.0000	232 0.0001	156 0.0002	156 0.0002	380 0.0001	220 0.0001	.	.	.	.	61.088 0.791493	
1630005459395	17353A	.	.	252 0.0002	197	0.0006	270 0.0003	281 0.0000	61 0.0000	61 0.0000	125 0.0016	100 0.0011	100 0.0011	.	.	.	132.948 0.792149	
1630009271825	15222A	1	1	253 0.0002	222	0.0005	372 0.0001	202 0.0002	.	.	.	577 0.0000	25 0.0106	.	.	.	50.813 0.792400	
001198	00119B	.	.	254 0.0002	.	.	18 0.0090	.	.	.	.	109 0.0020	25 0.0106	.	.	.	428.731 0.794515	
1630002272000	15749A	.	.	255 0.0002	273	0.0002	429 0.0001	.	.	.	.	640 0.0000	185 0.0003	.	.	.	15.858 0.794583	
1620001877445	T4521Q	7	7	256 0.0002	387	0.0000	529 0.0000	273 0.0000	.	.	.	393 0.0001	185 0.0003	.	.	.	15.810 0.794671	
1620011430384	T9584G	.	.	257 0.0002	.	.	.	.	.	.	.	.	.	.	.	.	7.979 0.794710	
1620008699898	74535A	.	.	258 0.0002	241	0.0004	437 0.0001	115 0.0010	179 0.0000	179 0.0000	291 0.0002	.	.	.	.	.	72.123 0.795066	
1620003051849	69707A	.	.	259 0.0002	395	0.0000	386 0.0001	201 0.0002	.	.	.	415 0.0000	.	.	.	.	13.978 0.795160	
1620007330993	77261A	21	47	260 0.0002	213	0.0005	346 0.0002	200 0.0000	.	.	.	243 0.0004	.	.	.	.	47.777 0.795396	
1630008526092	67119A	3	261	0.0002	227	0.0004	298 0.0003	268 0.0000	.	.	.	.	.	.	.	.	19.489 0.795492	
1620002041208	16743A	.	.	262 0.0002	111	0.0020	467 0.0000	77 0.0025	.	.	.	430 0.0000	.	.	.	.	182.815 0.796394	
1630005090317	T8586A	.	.	263 0.0002	276	0.0002	209 0.0001	.	.	.	.	.	.	.	.	.	18.170 0.796483	
1620006238911	T1358Q	.	.	264 0.0002	217	0.0005	252 0.0004	159 0.0005	.	.	.	253 0.0004	.	.	.	.	22.367 0.796594	
1620011741655	15677A	.	.	265 0.0002	258	0.0003	252 0.0004	159 0.0005	.	.	.	.	.	.	.	.	59.580 0.796888	
1620009872517	T8438I	.	.	266 0.0002	.	.	.	.	.	.	.	.	.	.	.	.	7.979 0.796927	
1620009248927	16288A	.	.	267 0.0002	360	0.0001	399 0.0001	207 0.0001	112 0.0009	112 0.0009	299 0.0002	.	.	.	.	.	38.207 0.797115	
1620012005320	26110A	.	.	268 0.0002	257	0.0003	353 0.0002	240 0.0001	170 0.0001	170 0.0001	248 0.0004	.	.	.	.	.	37.325 0.797300	
1620008670810	74551A	.	.	269 0.0002	411	0.0004	353 0.0002	163 0.0005	143 0.0003	143 0.0003	256 0.0004	254 0.0001	254 0.0001	.	.	.	42.364 0.797509	
1630010098474	15753A	.	.	270 0.0002	146	0.0009	510 0.0000	254 0.0000	.	.	.	282 0.0003	199 0.0002	.	.	.	46.267 0.797737	
1620006133512	T6912A	.	.	271 0.0002	201	0.0006	455 0.0000	78 0.0024	40 0.0060	40 0.0060	77 0.0032	.	.	.	.	.	341.835 0.799423	
1620010803404	T7694I	.	.	272 0.0002	.	.	.	.	.	.	.	.	.	.	.	.	7.979 0.799463	
1620011249137	16727A	.	.	273 0.0001	262	0.0003	435 0.0001	174 0.0004	.	.	.	302 0.0002	.	.	.	.	38.637 0.799653	
5315002952512LE	74525A	.	.	274 0.0001	172	0.0009	314 0.0002	263 0.0000	140 0.0004	140 0.0004	399 0.0001	.	.	.	.	.	44.662 0.799874	
1620004221839	17677A	.	.	275 0.0001	282	0.0002	370 0.0001	.	.	.	.	.	.	.	.	.	11.869 0.799932	
1620010654867	69655A	.	.	276 0.0001	362	0.0001	.	.	.	.	.	.	.	.	.	.	6.867 0.799966	
1630004681727	16734A	9	1	277 0.0001	156	0.0011	316 0.0002	152 0.0006	.	.	.	.	.	.	.	.	66.510 0.800294	
1620011431155	T1293Q	.	1	278 0.0001	289	0.0002	.	.	.	.	.	.	.	.	.	.	9.745 0.800342	
1620006776681	T6123G	.	.	279 0.0001	290	0.0002	.	.	.	.	.	.	.	.	.	.	9.745 0.800390	
1620008776681	T6123G	.	.	280 0.0001	.	.	.	.	.	.	.	.	.	.	.	.	3.989 0.800410	
162000324060	T6127G	.	1	281 0.0001	405	0.0000	.	.	.	.	.	.	.	.	.	.	3.989 0.800430	
1620010256009	T6254A	.	.	282 0.0001	182	0.0008	222 0.0005	105 0.0012	85 0.0026	85 0.0026	80 0.0031	.	.	.	.	.	234.558 0.801607	
1630007520003	74565A	.	.	283 0.0001	255	0.0003	501 0.0000	.	.	.	.	408 0.0000	.	.	.	.	12.622 0.801689	
1620008058495	69569A	.	.	284 0.0001	.	.	524 0.0000	219 0.0001	.	.	.	.	.	.	.	.	8.426 0.801730	
1620008776681	T1215Q	.	.	285 0.0001	211	0.0005	281 0.0003	.	.	.	.	.	.	.	.	.	24.750 0.801852	
1620006238913	69573A	.	.	286 0.0001	202	0.0006	317 0.0002	220 0.0001	129 0.0006	129 0.0006	272 0.0003	.	.	.	.	.	50.337 0.802101	
1630007057296	25598A	.	.	287 0.0001	160	0.0010	299 0.0003	186 0.0002	.	.	.	.	.	.	.	.	70.218 0.802447	
162000922837	34458A	28	53	289 0.0001	268	0.0003	391 0.0001	138 0.0007	.	.	.	297 0.0002	.	.	.	.	51.946 0.802703	
9999P000V0010A	T1435A	.	.	290 0.0001	.	.	.	.	.	.	.	.	.	.	.	.	3.989 0.802723	
1620011627542	T7317G	.	17	291 0.0001	.	.	.	.	.	.	.	.	.	.	.	.	3.989 0.802743	
1620010627002	T7402Q	.	.	292 0.0001	.	.	.	.	.	.	.	.	.	.	.	.	3.989 0.802762	
1620010627002	T9508G	.	1	294 0.0001	.	.	.	.	.	.	.	.	.	.	.	.	3.989 0.802782	

RCC EARNED HOURS FOR MNPCW... OCT 88 THRU JAN 89

PROD NO.	NOUN	RCC DPEH	RCC DPEH X	CUMM X EARNED HR
1 15468A 1630004927144	KC-135 M	1602.06	0.0557	0.0557
2 15828A 1630010389239	UHL F16M	1159.56	0.0403	0.0960
3 62927A 1630011326400	UHL C141	1150.95	0.0400	0.1360
4 90101A 1630011826267	WHEEL	1150.15	0.0400	0.1760
5 68521A 1630010385126	WH #130M	749.12	0.0260	0.2020
6 62905A 1630009658700	C130 UHL	628.00	0.0218	0.2238
7 69595A 1630012286043	HL WHEEL	595.51	0.0207	0.2445
8 17143A 1620001398474	B52M-AFT	587.03	0.0204	0.2649
9 17142A 1620001398473	B52M-FWD	466.84	0.0162	0.2811
10 17565A 1620010204973	STRUT	463.89	0.0161	0.2972
11 26183A 1630011375742	F15 UHL	435.96	0.0151	0.3123
12 69354A 1620010597842	KC-135 N	401.95	0.0140	0.3263
13 16836A 1620001099206	STRUTF4C	395.55	0.0137	0.3400
14 74527A 1620004427877	BRACE DR	386.93	0.0134	0.3534
15 16837A 1620001099207	STRUTF4C	357.93	0.0124	0.3658
16 15359A 1630000139129	UHL C135	334.03	0.0116	0.3774
17 17478A 1620002990278	T38-NLG	329.53	0.0115	0.3889
18 15757A 1630009141329	UHL C130	329.12	0.0114	0.4003
19 15592J 1630004210319	WHEEL AS	316.00	0.0110	0.4113
20 16915A 1620009485066	TRUCK AY	304.94	0.0106	0.4219
21 74521A 1620001877445	NLG	299.40	0.0104	0.4323
22 74524A 1620002468005	BOGIE B	280.21	0.0097	0.4420
23 15162A 1630002692622	KC135BRK	278.99	0.0097	0.4517
24 15327A 1630008254794	BRKC130	278.36	0.0097	0.4614
25 15054A 1630000585242	KC135BRK	274.50	0.0095	0.4709
26 17357A 1620007419178	BRACE	272.48	0.0095	0.4804
27 25874A 1630011996430	F16 BRK	265.84	0.0092	0.4896
28 72898A 1630002861879	WHEEL N	253.28	0.0088	0.4984
29 17576A 1620010054192	CSMLGLHA	251.82	0.0088	0.5072
30 17402A 1620010627002	F15-NLG	246.51	0.0086	0.5158
31 25425A 1630011158736	WHEEL	242.60	0.0084	0.5242
32 15139A 1630009009739	WHEEL 52	237.49	0.0083	0.5325
33 15485A 1630004463778	UHL F4	237.43	0.0083	0.5408
34 69657A 1620010389102	STRUT LH	229.35	0.0080	0.5488
35 15641A 1630002769049	F4 HSC	225.33	0.0078	0.5566
36 26338A 1620011671000	H-LH-HW	213.72	0.0074	0.5640
37 62923A 1630011253957	UHL C141	212.99	0.0074	0.5714
38 15526A 1630002420942	WHEEL B	209.02	0.0073	0.5787
39 16266A 1630007300126	F4N UHL	206.02	0.0072	0.5859
40 15295A 1630000827955	F111 BRK	204.35	0.0071	0.5930
41 15387A 1630005557523	T38 BRK	203.23	0.0071	0.6001
42 17588A 1630010585912	UHL F15H	202.35	0.0070	0.6071
43 15523A 1630001576723	UHL F111	197.93	0.0069	0.6140
44 15686A 1630005969637	WHEEL N	190.34	0.0066	0.6206
45 15068A 1630007776690	B52 BRK	189.80	0.0066	0.6272
46 16019A 1620010248844	STRUT F4	182.99	0.0064	0.6336
47 17577A 1620010054193	CSMGLLHF	167.88	0.0058	0.6394
48 17575A 1620010054191	CSMGLRNA	167.25	0.0058	0.6452
49 19844A 1620008961203	STRUT AY	165.92	0.0058	0.6510
50 15407A 1630005918349	KC135 BP	164.50	0.0057	0.6567

**FOR YOUR EASE, WE HAVE SUBDIVIDED
THIS SECTION INTO THE FOLLOWING:**

- A - 2.1 FACILITY LAYOUT**
- B - 2.2 EQUIPMENT**
- C - 2.3 WORK FORCE**
- D - 2.4 REPAIR WORK TECHNOLOGIES**
- E - 2.5 WORKLOAD MIX AND VOLUME**
- F - 2.6 MATERIAL HANDLING**
- G - 2.7 STORAGE**
- H - 2.8 PROCESS FLOW CHARTS**

THE PROFILE SHEETS ARE IN THE
FOLLOWING BOOKS

MANPGW	BRACES
MANPGP	WHEELS
MANPW	MAIN LANDING GEAR EXCEPT C5
MANPW	NOSE LANDING GEAR EXCEPT C5
MANPRA	C5 MAIN LANDING GEAR
MANPRA	C5 BOGIE BEAM.
MANPRA	NOSE LANDING GEAR.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to MLG 25 at RCC MANAGER
at 00 ALC.

POINT(S) OF CONTACT: C. CRAWFORD

AS-IS CONDITION: THE OPERATOR PRYS THE UNIT OUT WITH PLY BAR STICKS IN SHIMS
AND THEN CHECK THE CHAIN FOR TENSION. HE OR SHE REPEATS THIS OPERATION
UNTILL THE CORRECT TENSION IS ACHIEVED.

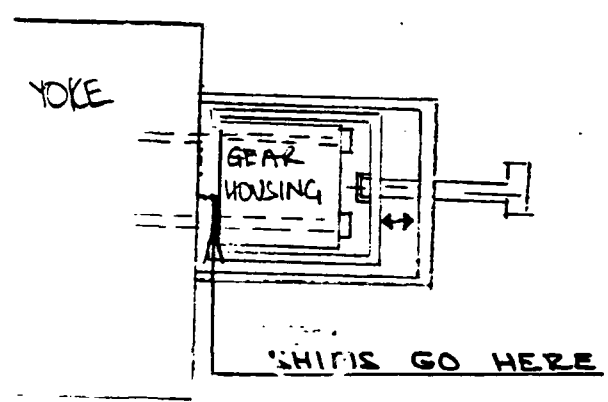
TO-BE: PUT ON PULLER, PULL UNIT OUT CHECK CHAIN FOR TENSION & ADJUST PULLER AS
REQUIRED. MEASURE AND INSERT SHIMS.

POTENTIAL IMPROVEMENTS: SAVINGS \$3,004.40

IMPLEMENTATION COST:

SCHEDULE:

as SUGGESTION on the chain problem. A special puller could be made to pull the unit out and you could then check the tension and adjust the puller until you got the chain at the correct tension. At that point you could slide in the correct amount of shims and finish the assembly.



This is a rough sketch of my idea for a tool for this operation

SAVINGS

$$\left(\frac{1125 \text{ HRS}}{\text{GEAR}} \right) \left(\frac{14 \text{ GEARS}}{\text{QUARTER}} \right) \left(\frac{4 \text{ QUARTERS}}{\text{YEAR}} \right) \left(\frac{42.92}{\text{H12}} \right) = \$3004.40$$

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to BOGIE ASSY at RCC MAWGP
at 00 ALC.

POINT(S) OF CONTACT: TRACY LLOYD.

AS-IS CONDITION: TIGHTEN BOLTS DOWN WITH 3/8 IMPACT CHECK WITH TORQUE WRENCH IF
TO TIGHT LOOSEN & RETORQUE. IF THE BOLT IS OVER TORQUED IT WILL
CAUSE STRUCTURAL DAMAGE TO THE BOLT

TO-BE: USE AIR TORQUE GUN THIS WILL RUN THE BOLT DOWN TO THE CORRECT TORQUE
EVERY TIME

POTENTIAL IMPROVEMENTS: SAVEZ BOGIE UNIT.

IMPLEMENTATION COST:

SCHEDULE:

THE TORQUING OF BOLTS.

ON THE BOGIES WHEN THEY TIGHTEN DOWN THE BOLTS HOLDING THE AXLE HOUSING TO THE MAIN BOGIE BEAM. THEY RUN THESE BOLTS DOWN WITH AN IMPACT WRENCH. A FEW BOLTS USUALLY GET OVER TIGHTENED. THIS CAN DAMAGE THE STRUCTURAL STRENGTH OF THE BOLT.

I WOULD SUGGEST A TORQUE CONTROL IMPACT WRENCH. THIS WRENCH COULD BE SET FOR THE CORRECT TORQUE OF THESE BOLTS. THIS WOULD ELIMINATE OVER TORQUING AS WELL AS THE SECOND OPERATION OF CHECKING THE TORQUE.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to MLG ASSY (CS) at RCC MANPCP
at DO ALC.

POINT(S) OF CONTACT: TERACY LLOYD

AS-IS CONDITION: ON PERSON HOLDS BRASS ROD ON PIN WHILE SOME ONE ELSE
POUNDS ON THE ROD WITH A HAMMER

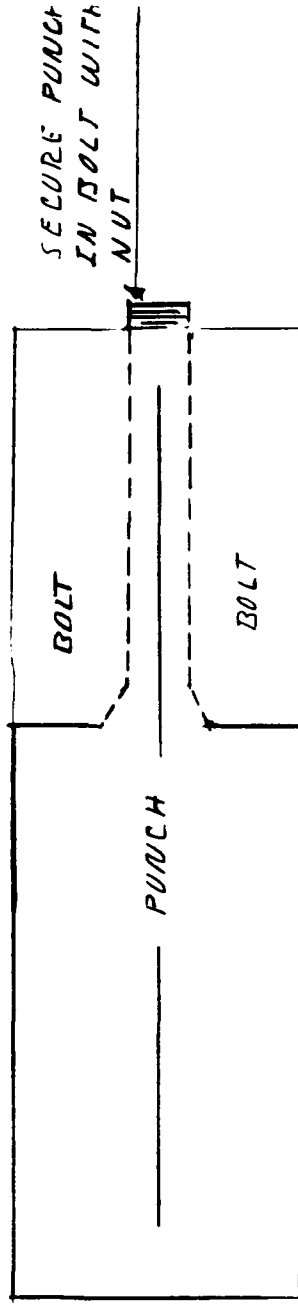
TO-BE: MAKE A SPECIAL TOOL TO BE ATTACHED TO THE PIN SO ONE PERSON REMOVE THE
PIN,

POTENTIAL IMPROVEMENTS: SAVINGS 2226.40

IMPLEMENTATION COST: 0.50 TO 1100.00

SCHEDULE:

REMOVING OF COMPENSATOR ATTACHING PINS ON CS BOGIE



TOOL USED TO REMOVE 4619067101A BOLT 2 / BOGIE
WITH A PUNCH LIKE THIS YOU COULD SECURE PUNCH TO THE BOLT. ONE PERSON COULD
DRIVE THE BOLT IN PLACE OF TWO PEOPLE. ALSO WHERE THE PUNCH SECURED TO THE BOLT
THE PUNCH WON'T BOUNCE AND THE PIN WILL BREAK LOOSE EASIER

PRESENT METHOD

(2 MEN) (2 BOLTS) (1/4 BOGIES) (QTY 4 QUARTERSS) (25 HR / BOLT) (47.33 / HR) = 92650.48

PREPOSED METHOD

(1 MAN) (2 BOLTS) (1/4 BOGIES) (QTY 4 QTY 4 HRSS) (47.33 / HR) = 424.08

2,650.98
- 424.08
<hr/> 2,226.90

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to MLG ASSY (C-S) at RCC DRAPER
at 00 ALC.

POINT(S) OF CONTACT: SAM BASS

AS-IS CONDITION: GETS PIECE OF FOAM AND MOVES AROUND ON THE FLOOR AS NEEDED

TO-BE: GET CREEPER AND ROLL AROUND ON FLOOR AS REQUIRED TO DO THE JOB.

POTENTIAL IMPROVEMENTS: \$ 1,201.76 SAVINGS

IMPLEMENTATION COST: \$ 20.00

SCHEDULE:

CREEPER

PRESENTLY THEY LAY A PIECE OF FORM DOWN ON THE FLOOR
THEY LAY ON IT TO WORK. HOWEVER THEY GET UP AND
REPOSITION THIS MANY TIMES WHILE THEY ARE WORKING
ON THE LOWER PART OF THE GEAR IN PREASSEMBLY

$$(1.5 \text{ HR / GEAR} \times 56 \text{ GEARS / YR} \times 42.92 / \text{HR}) = 3,201.76$$

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to MLG ASSY (C-S) at RCC MMAPGP
at 00 ALC.

POINT(S) OF CONTACT: SAM RASS

AS-IS CONDITION: RUN DOWN STAIRS TO GET CORRECT LUT BOLT ECT. IF YOU DROP A BOLT
YOU HAVE TO GO DOWN STAIRS AFTER IT. EXCHANGERS ARE ALSO MADE DOWN
STAIRS

TO-BE: MOVE THE FASTENERS ECT UP BY THE MECH WHO USES THEM.

POTENTIAL IMPROVEMENTS: SAVING PER YEAR 9 SECT 6.32

IMPLEMENTATION COST: MOVE STORAGE UNITS FOR FASTENERS ECT BACK UP STAIRS

SCHEDULE:

SMALL PARTS

PAST METHOD HAD ALL THE SMALL PARTS NUTS, BOLTS ECT UP BY THE MECHANIC FOR EASY ACCESS. THEY COULD DO A GEAR IN 48 HRS

NOW ALL OF THE NUT BOLTS ECT HAVE BEEN MOVED DOWN INTO THE MIL. WHEN THE PARTS COME UP THE MECHANIC MUST SORT THE PARTS OUT. THEY ALL COME UP IN A LARGE BAG. ALSO WHEN YOU DROP A BOLT YOU HAVE TO RUN DOWN A FLIGHT OF STAIRS TO PICK IT UP OR GET A REPLACEMENT.
IT NOW TAKES 64 HOURS TO BUILD A GEAR

64-48-16 HRS X 56 GEARS / HR X 42.92 / HR) = \$38,756.32

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PI0) exists to BOGIE (C-5) at RCC MANUPCP
at DO ALC.

POINT(S) OF CONTACT: JOHN KUNKLER

AS-IS CONDITION: PART OF THE BOLTS TURN AS THEY ARE REMOVING THE NUTS. THEY HAVE TO USE
A TOOL TO HOLD THE BOLT WHILE REMOVING THE NUT.

TO-BE: APPLY SEALER SO THAT IT MAKES CONTACT WITH INNER BOLTS. THIS WILL HOLD THEM WILL
REMOVING THE NUTS.

POTENTIAL IMPROVEMENTS:

SAVINGS / 240.35 / YR

IMPLEMENTATION COST: 0

SCHEDULE:

BOGIE

WHEN THEY ARE REMOVING THE NUTS & BOLTS

SOME OF THE INNER BOLTS ~~STAY~~ SPIN: WHEN THIS
HAPPENS THEY HAVE TO USE SPECIAL TOOLS TO GET
THE BOLTS OUT. THIS TAKE APP 1 HR.

SOLUTION.

PAINT A HEAVY COAT OF ENVIRONMENTAL
ON SO THAT IT COME IN CONTACT WILL LOCK BOLT
AND STOPES IT FROM TURNING

● While working overtime Wed 5-17-89

I attempted to do preassembly on L/H Aft Landing gear and the Kit was short 4 Bolts NAS 1104-8

Bracket Assy, plumbing 4G ^(wrong one) 12042-102A was in the L/H Kit. and Bracket Assy, plumbing 4G 12042-101A was missing.
(Right one)

4 Washers MS 27183-12 Missing from Kit
(Sub AN 960-516)

● Bracket 4G 12538-111A Missing from Kit

Bracket 4G 12535-109A Missing from Kit

17 Plumbing Fitting missing from Kit

Screw NAS 603-18P Missing from Kit

ALL Hydraulic Tubing missing from Kit

ALL Hydraulic Hoses missing from Kit

5-17-89

Jim Templin

FY 89 Approved Rates.
From DALE CASPER 1007

MANPGP Base \$42.92 w/o direct MATERIAL
DIRECT MATERIAL \$.37

PXA 42.97

PGW 47.33

PRA 42.77

PRB 49.22

PRC 48.64 → + .35

PWW 44.05 →

\$ 3.41

FOCUS STUDIES

TITLE: A potential process improvement opportunity (PIO) exists to BRAKES at DD ALC. at RCC ALL

POINT(S) OF CONTACT: RON LEE, MAX BATES, KEITH STEPHENS.

AS-IS CONDITION: REBUILD THE BRAKES EVERY 24 MONTHS.

TO-BE: CHROME PLATE THE METAL SURFACES THAT RUB TO DOUBLE THE LIFE SPAN OF THE BRAKES

POTENTIAL IMPROVEMENTS: COST SAVINGS ON BSZ ALONE \$677,453.10

IMPLEMENTATION COST:

SCHEDULE:

BSE SAVINGS

124 LININGS / STATOR 113 STATOR	1072 LININGS	
12 LININGS / BACKING PLATE	= 12	
12 LININGS / PRESSURE PLATE	= 12	
TOTAL = 96 LININGS		
196 LININGS @ \$5.38 EACH	\$530.88	273,734.40
STATOR ARE 138,48 EACH X 4 / BEARING 530 BRAMES / YEAR =		293,577.60
16.5 ARE / UNIT @ \$31.98 PER HR. X 530 BRAMES / YEAR =		110,171.10
TOTAL		\$673,483.10

IF THE PARTS LAST TWICE AS LONG THEN THE LANDINGS BEFORE
REPAIR CAN BE DOUBLED

(24)(3) STATOAS
 (12)(2) BACKW AND PRESSURE PRESSURE PLATES

208
 (96) (5.38) (530) = 273,734.40 Backw + Pressure Plates.
 293 537.60 ROTOR ASSEY
 567,292.00 TOTAL
 110,171.10 LABOR
 677,453.10 TOTAL.

(6.54e)(31.93)(530)

(1.25 SP5M2)

IF THE DATE WERE TWICE AS LONG
 THEN THE ALUOS WOULD BE
 1.25(2)

B-52 BRAKE ASSY

16219N

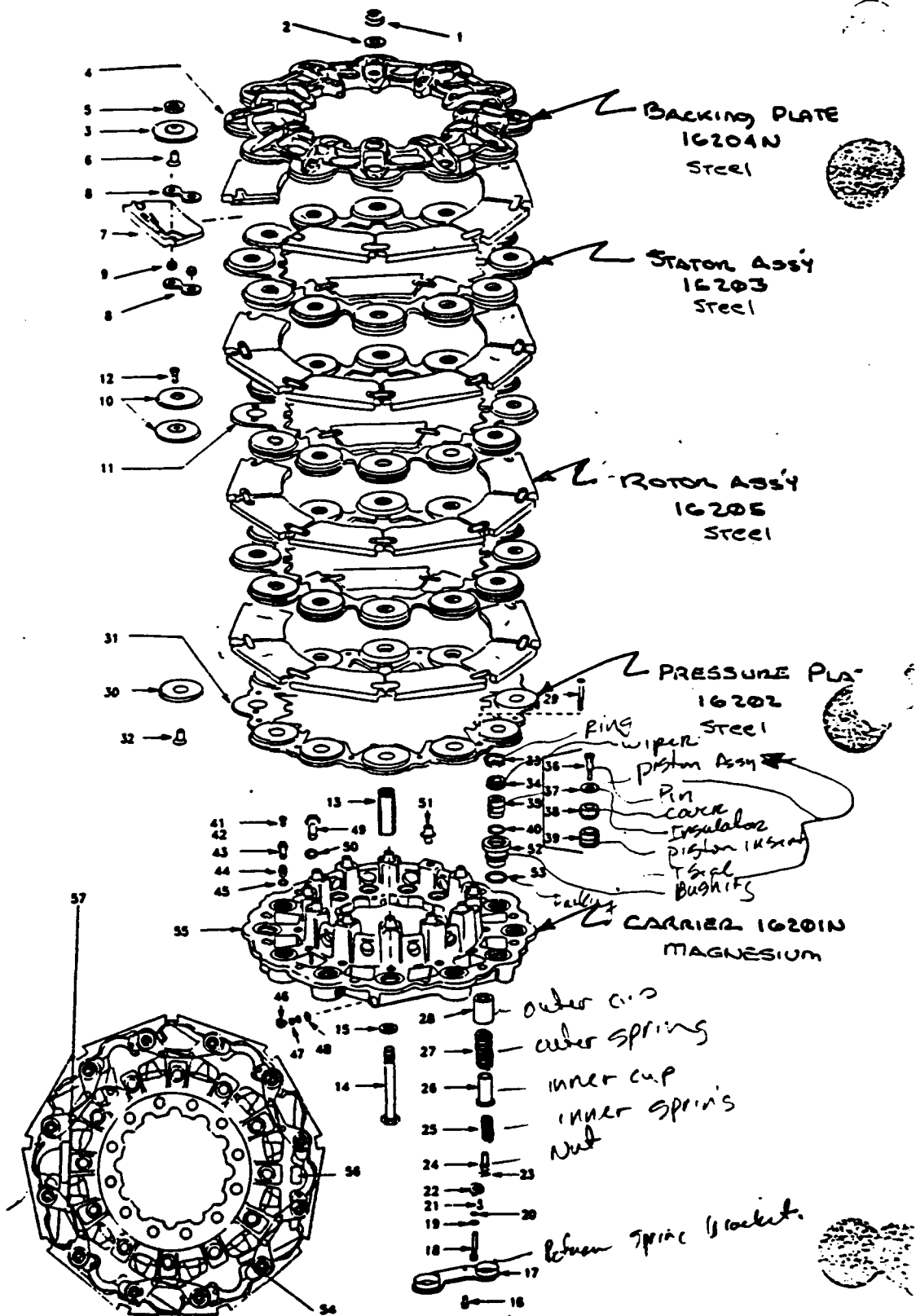


Figure 3-1. Exploded View of Brake Assembly

B-52

FOCUS STUDY

TITLE: A potential process improvement opportunity (P10) exists to BUSHINGS at RCC MANPRA
at 00 ALC.

POINT(S) OF CONTACT: *TOM HOWES AND TOM WIXDM*

AS-IS CONDITION: *WHEN THEY RUN OUT OF BUSHINGS PARTS SET UNTILL THEY CAN GET MORE IN*

TO-BE:

*AT THE PRESENT TIME IT COST YOU MORE FOR THE RAW STOCK TO MAKE THE BUSHING THAN
WHAT YOU CAN BUY THE FINISHED ITEM FOR FROM A VENDOR. I FEEL THAT YOU SHOULD
LOOK AT YOUR VENDORS OF RAW MATERIAL AND FIND OUT WHY AND OTHER VENDORS CAN MANUFACTURE*

POTENTIAL IMPROVEMENTS: *THE BUSHING FOR LESS THAN YOU CAN BUY THE RAW STOCK*

531001190263LE COST 18.35 FROM VENDOR

IMPLEMENTATION COST: *SEE ATTACHED COST ANALYSIS*

SCHEDULE:

COSTING For Bushing # 5310011990203LE

225 PER BATCH

8412773-01

DIRECT PROCESS PER PIECE

BATCH OPERATIONS

.09 HR HEAT TREAT

.10 HR VERIFY MATERIAL

1.75 HR MANUFACTURE

40.00 HRS Preparation of MAT'L

.16 HR MAG.

.10 HR VERIFY PROGRAM

.10 HR CAD

40.20 ÷

225 = .179 HRS / PC

.05 HR FINAL INSP

.17 HR LEVELING FACTOR

2.32 HR

SET UP = .179 HRS / PC

Run Time = 2.32 HRS / PC

2.499 HRS / PC

LABOR COST = (2.499)(31.98) = \$79.92 Each

MATERIAL COST OF BUSHING

12 ÷ 1.75 (ALLOW FOR WASTE AT .25) = 6.85 PC = 7 PC per ft

$\left(\frac{\$250}{\text{ft}} \right) \div \left(\frac{7 \text{ PC}}{\text{ft}} \right) = \35.71 per Piece

LABOR @ = \$79.92

MAT'L @ 35.71 each

\$115.63 each

COST OF PURCHASED PART = 18.35

COST TO MANUFACTURE = 115.63

Dif = \$97.28

9

[illegible]

FOCUS STUDIES

TITLE: A potential process improvement opportunity (P10) exists to BRAKES at RCC. ANUPGP
at 00 ALC.

POINT(S) OF CONTACT:

AS-IS CONDITION: HIGH RATE OF BRAKE REPAIR

TO-BE: A NEW METHOD THAT WOULD REDUCE INVENTORY, ADD PROVIDE BETTER BRAKING AND INCREASE
SERVICE LIFE TO THE BRAKE ASSEMBLIES.

POTENTIAL IMPROVEMENTS:

IMPLEMENTATION COST:

SCHEDULE:

00-ALC

MANPS

Landing Gear repair Section

RCC: MANPGP

ENGINEER: Kyle Kershaw

PROCESS IMPROVEMENT OPPORTUNITIES

PID Number	Description	Quick Fix	Focus Study
1.	Improve lighting in strut, wheel and brake assembly areas.	X	
2.	Improve environmental conditions (temperature control) in Bldg. 507.		X ✓
3.	Redesign strut test hydraulic test stand		X ✓
4.	Faulty part feedback/resolution system.		X
5.	Usage of "air" tools in brake assembly.	X	
6.	Advanced automated riveting system.		X ✓
7.	Complete installation of paint booth #1148.	X	
8.	Improve preventative maintenance program for all paint booths.	X	
9.	Investigate usage of electrostatic paint (or similar process) in the wheel, brake and strut paint lines.		

P10's

1a. Flow of parts from backshops

lack of available parts to the floor appears to be due to a lack of scheduling or more appropriately lack of ability to enforce schedule requirements. Giving the schedulers (master or floor) ^(shop loading) the authority to determine what is worked on would allow the people with the overall picture (schedulers) to determine priority of items worked.

1b. Quality of parts from backshops

A feedback path needs to be established to inform the producer of the discrepant part that he is producing non-conforming parts. The Quality department should be the intermediary between the producer and the end user. The Quality department should investigate, identify the cause and take appropriate corrective action to try and eliminate these defects.

2. Documentation.

a. Outdated documentation should be updated as it is identified or as ~~parts~~ parts are changed

b. Inadequate documentation. A detailed sequence of events should be created for each assembly. The assembly document/operation schedule should list a step by step series of events necessary to assemble the part. This should include all sub-assemblies ~~and areas where~~ that go into the final assembly. This documents should also include all cautions and areas where special attention is required.

3. Engineering response time.
Assign an on-site engineer. Have the on site engineer evaluate the problem and disposition the assembly. ~~as to keep~~ Have a line of communication between the on-site and responsible product line engineer. ~~for areas where~~ Questionable judgements. This site/Production Engineer ~~should~~ may also correct documentation errors/updates. ~~as they appear~~
4. Environmental Conditions
Install environmental controls. This would help all areas not just strut assembly. It was mentioned that the ~~roof~~ structure would ~~not~~ handle the weight of ~~air conditioning~~ air conditioning equipment. The compressor and condenser can be mounted outside and the evaporator and air handling equipment ~~can~~ can be installed near ~~the areas of~~ interest. an exterior wall. ~~and~~ the cooled air can be ducted to the areas of interest.
5. Training
Establish a wage leader training position. Have this persons main responsibility to be training of mechanics who do not have ~~that~~ adequate ^{experience} training. This person could also assist the on site engineer with ^{creation of} detailed assembly instructions.
6. Tooling/tool suggestions
~~Establish a~~ streamline the suggestion approval and implementation process. The on-site engineer (mentioned above in #3) may help this process.
7. Improve lighting in the work area. Higher illumination in the assembly area would aid the mechanics.

Perceived Problem area's

1. Inability to reach desired pressure level (ultimate psi)
2. pressurization rate
3. pump out (scavenge) rate.

P10's

1. Modernized test stands.
 - a. higher capacity (ultimate pressure and flow rate)
 - b. automation - automatic Test equipment
computer controlled testingadvantages ~~to~~
 1. Safety -
 2. No operator error
 3. Speed - ~~throughput~~ throughput
2. Current test stand could be moved closer to and used exclusively for missile erector test stand. In area in case needed for backup.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to _____ at RCC _____
at _____ ALC.

POINT(S) OF CONTACT:

AS-IS CONDITION:

TO-BE:

POTENTIAL IMPROVEMENTS:

IMPLEMENTATION COST:

SCHEDULE:

Section F—Miscellaneous

4-10. Depot Maintenance Personnel Turnover. The annual rate of turnover of personnel performing depot maintenance. This rate is based on the average number of civilian personnel assigned to AFLC depot maintenance functions during calendar year 1985 and the total depot maintenance personnel losses experienced during that year. The source of the data is the Advanced Personnel Data System-Civilian (APDS-C), E300. The OPR is HQ AFLC/DPCC.

1985 Depot Maintenance Personnel Turnover Rate

$$\frac{\text{Losses } 2,449}{\text{Assigned } 40,109} = .0611$$

4-11. AF Maintenance Personnel Turnover. The annual rate of turnover of enlisted personnel performing Air Force base level maintenance. This rate is based upon the total number of enlisted personnel assigned to aircraft maintenance Air Force specialty codes at the end of FY85 and the total number of losses experienced during that year. The source of the data is the Retention Statistic Report prescribed by AFM 30-130, Vol 1 and the Airman Force Characteristics P769 Report Prescribed by AFR 30-3 and AFR 700-4, Vol 1 and Vol 2. The OPRs are HQ AFMPC/DPMATE and HQ AFMPC/DPMYA

Calendar days
Less:
 Holiday
 Relief Days
Assigned Days
Times hours per day
No. Assigned hours

FY85 AF Maintenance Personnel Turnover Rate

$$\frac{\text{Losses } 18,923}{\text{Assigned } 147,567} = .1289$$

4-12. Monthly Assigned Hours. The number of hours per month a military or civilian employee is assigned for duty. Monthly assigned hours is based on a 5-day 40-hour work week. This factor equals calendar days per month less holiday and relief days (Saturday, Sunday, or compensatory weekday for weekend workday) times hours per day. The standard Air force monthly assigned hours used in allocating manpower is 167.929 hours. The source of the data is AFR 26-1. The OPR is HQ USAF/PRM. The prescribing directive is AFR 26-1 (Vol III).

4-13. Annual Available Hours. The number of hours per year a military or civilian employee is available for primary duty. Annual available hours is equal to monthly assigned hours less total nonavailable hours (leave, PCS related absences, medical leave, organizational duties, education and training, social actions, miscellaneous, overseas peculiar activities and special absences) times 12 months. The standard annual available hours for military and civilian personnel are presented. The source of the data is AFR 26-1. The OPR is HQ USAF/MPM. The prescribing directive is AFR 26-1 (Vol III).

	30.4375				
Less:					
Holiday	0.75				
Relief Days	8.6964				
Assigned Days	20.9911				
Times hours per day	8.0				
No. Assigned hours	167.929				
		Military		Civilian	
		CONUS	OS	CONUS	OS
Monthly Assigned Hours	167.929	167.929	167.929	167.929	167.929
Less Total Nonavailable	22.730	24.464	22.65	20.76	
Monthly Hours Available	145.2	143.5	145.3	147.2	
Times Number of Months	12.0	12.0	12.0	12.0	
Annual Hours Available	1742.4	1722.0	1743.6	1766.4	

1744

WAGE FOR OVERTIME

DIRECT \$18.65
INDIRECT 10.06
OVERHEAD 3.27
TOTAL 31.98

BASE SALARY - WITH NO BENEFITS. \$12.44
STANDARD HOURS WORK PER 1 MAN 1744 HRS
OVERTIME IS 7½% OF THE TIME
 $(1744 \text{ HRS})(7.5\%) = 130.8 \text{ HRS. OVERTIME / MAN}$
OVERTIME PAY = BASE PAY $(12.44)(1.5) = \$18.66 \text{ FOR OT.}$

PAY FOR.

$$A. \text{ STANDARD HRS.} = (1744 \text{ HR}) \left(\frac{31.98}{\text{HR}} \right) = 55,773.12 \text{ MAN/YEAR}$$

$$B \text{ OVERTIME HRS.} \quad (130.8 \text{ HRS}) \left(\frac{18.66}{\text{HR}} \right) = 2440.73 \text{ OT PAY}$$

$$\text{Total Pay with overtime one man} = 58213.85$$

1/13/80



Operationally Tested

The C-5 has proven itself in years of reliable service to the Military Airlift Command. It has shown an unmatched ability to transport large quantities of cargo, equipment, and personnel to any place in the world under all types of conditions, including combat. Time and time again the C-5 has demonstrated its superior mission performance and effectiveness in support of national policy. It delivered critical munitions and equipment to Israel during the Mideast War, made quick delivery of vitally needed tanks and helicopters to the South Vietnamese armed forces during the Vietnam conflict, and airlifted disaster relief supplies to earthquake-damaged Nicaragua. Its unique capability also has been used for special airlift requirements such as airlift of an 85-ton superconducting magnet nonstop from Chicago to Moscow, a 65-ton deep submergence rescue vehicle from San Diego to Glasgow, Scotland, and eight F-5E fighters from the western United States to the Mideast nonstop with two aerial refuelings.

High Flotation Landing Gear

The C-5B is equipped with a landing gear system specifically designed with high flotation for operations into unprepared air fields. The 28-wheel arrangement spreads the load effectively that at maximum gross weight, the load per wheel is much less than that of smaller transport aircraft. The C-5B can operate on airfield surfaces suitable for the C-130 aircraft and is not restricted to taxiways or paved ramps.





Aerial Delivery

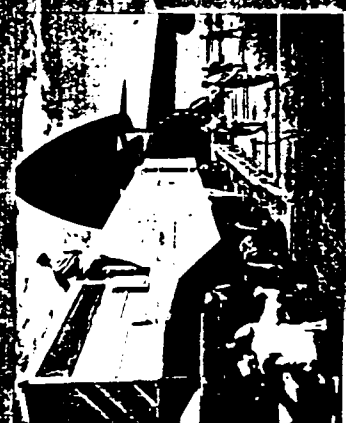
The C-5B can easily be arranged to perform airdrop missions with the quick installation of the aerial delivery system kit.

Cargo - Equipment weighing up to 50,000 pounds on single platforms and up to 200,000 pounds on sequential platforms can be airdropped.

Troops - A paratroop kit provides the equipment necessary to allow simultaneous airdrop of troops from both troop doors.

Aerial Refueling

The possibility of being denied access to enroute refueling bases requires airdrop operations to be totally independent of the necessity for enroute refueling stops. With its capability for in-flight refueling, the C-5B can fly to virtually any place on the globe and is totally independent of the political decisions of other nations for use of their airfields for refueling. Substantial increases in payload and range capability are realized through the use of aerial refueling.

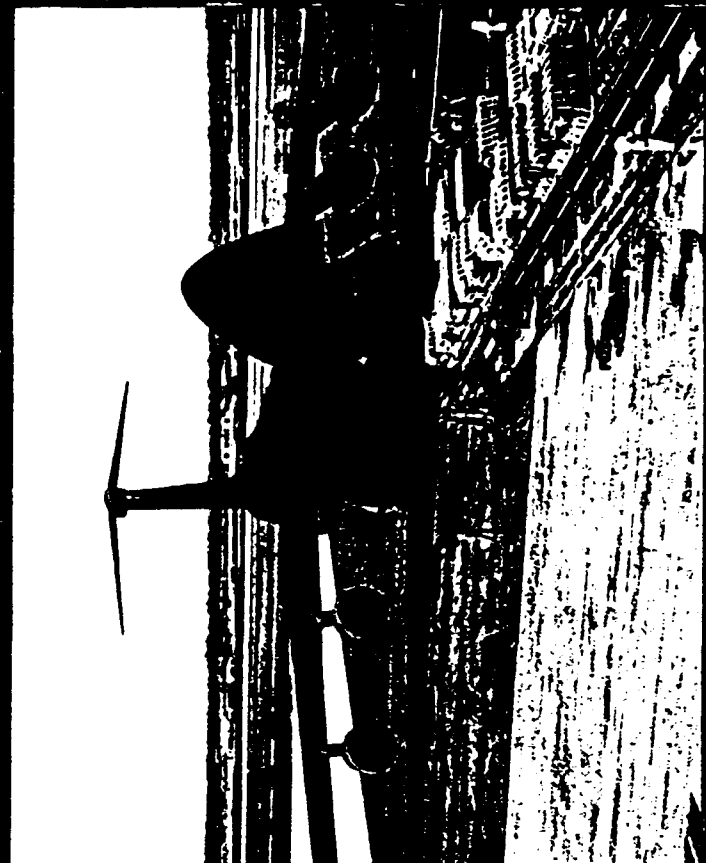
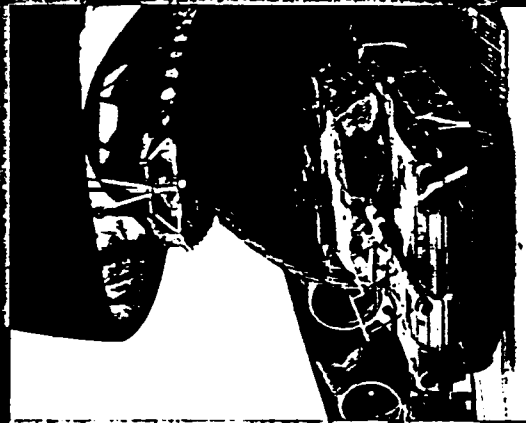
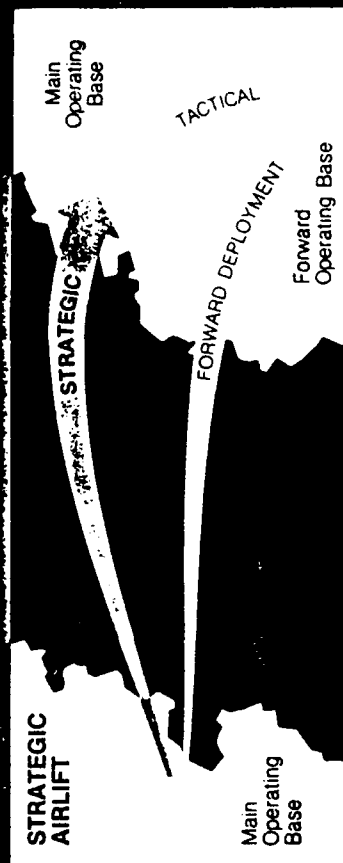


Operational Capability

The C-5B can airlift 100 percent of the Army's existing or planned firepower and it has the performance and flexibility to accomplish a full range of airlift missions: long-haul missions using major airports or short-haul missions using unimproved air strips in the vicinity of the battle area; it offers airfield selection flexibility; allowing cargo to be delivered nearer to its ultimate destination; avoiding or minimizing air traffic and ground traffic congestion; and allowing shifting operations to fields not restricted by weather or enemy action.

Strategic Airlifter

The C-5B is the most efficient strategic airlifter in the world today. It has the speed and range to deliver large loads of military equipment almost anywhere in the world under almost any circumstances. Its 130,000-watt cargo compartment (500 ft. x 100 ft. x 100 ft.) can handle oversized and outsize cargo and vehicles. It can deliver its maximum maintenance load of 200,000 pounds. 295 maintenance personnel jobs. It has the aerial refueling capability to give it virtually unlimited range.



TACTICAL AIRLIFT

STRATEGIC

Main Operating Base

FORWARD DEPLOYMENT

Forward Operating Base

Main Operating Base



Tactical Airlifter

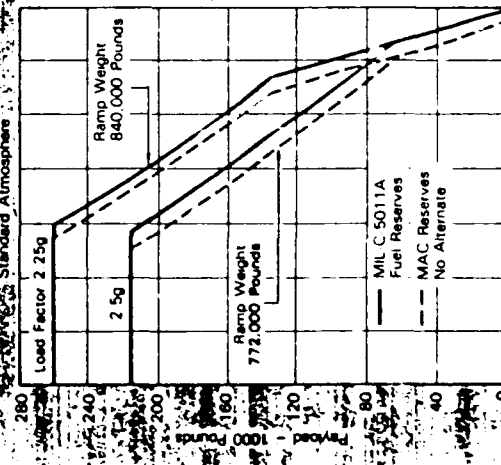
With its outsize capability the C-58 can provide effective tactical airlift augmentation. The high flotation landing gear and excellent takeoff and landing performance permit operations into restricted length, rough or unprepared forward area airstrips. Aircraft subsystems are designed for the minimum maintenance support conditions and at austere bases. Almost any component can be replaced without the necessity for elaborate support equipment. Servicing can be accomplished with only the basic support equipment and without interference with offloading operations. Self-deployable ramps and kneeling landing gear decrease offloading and turn around times.



Performance
The C-5B has the performance to accomplish a full range of airlift missions.

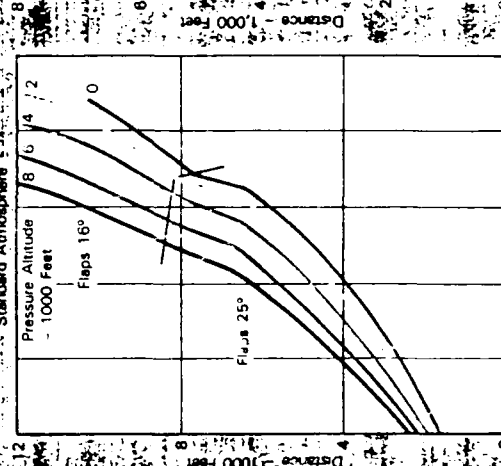
C-5B PAYLOAD-RANGE

At 77 Mach
Standard Atmosphere



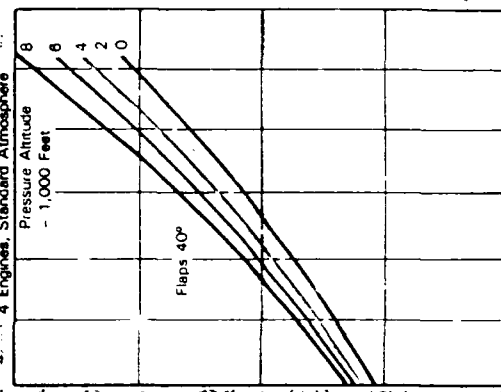
C-5B TAKEOFF CRITICAL FIELD LENGTHS

At 77 Mach
Standard Atmosphere



C-5B LANDING DISTANCES

FROM 60 FOOT OBSTACLE
At 77 Mach
Standard Atmosphere



Gross Weight - 1,000 Pound

Gross Weight - 1,000 Pounds

At 77 Mach
Standard Atmosphere

ENGINEERING NOTEBOOK

CHUCK CRAWFORD

OC-ALC

C-5 ASSEMBLY / DISASSEMBLY

C5 ASSEMBLY AND DISASSEMBLY

1. QUESTION What are some of the problems associated with your area?

ANSWER The back shop needs to prioritize their work load. There is not any tracking in the computer. You can not pull up a part number and find the part. There needs to be some kind of priority marked on the paper work. Steve hopes that MRP II will take care of this.

2. The next problem was grease.

They have tested several different types of grease and have found mobil to be the best one on the market. Steve has a hard time getting it in. The reason is that there are 3 different types that fit the mill spec. The problem is the other two do not have the lubricity of the Mobil grease.

Sometimes when procurement orders a product it meets mill spec. but it is not what is required to do the job. He feels that some of the mill spec's are too loose.

3. How is the supply of new items?

ANSWER The personnel over THE MW needs to watch the stock closer. Example - they run out of paint quite frequently.

4 QUESTION What is the flow of the landing gears?

ANSWER On the C5 ^{MLG} yoke you do the following:

- A Uncrate
- B Drain Oil
- C Tear Down Completely
- D Send out for cleaning
- E E & I
- F To shops for repairs
- G Plating GRINDING, BUSHING, PAINT
- H Returned here for assembly
- I Piston build up
- J Re Assembly (2 man team)
 - 1 Yoke
 - 2 Outer Cylinder
 - 3 Hardware
- K Final Assembly (2 man team)
 - 1 Install Piston
 - 2 Stack
 - 3 Rotate
 - 4 Test

These 2 men follow the unit through completion

5 QUESTION What is the experience level of your crew

ANSWER The average is 20 years. I have 21 years in. Most of the people are Grade 10.

I have 18 people assigned to me.

6 QUESTION How do you turn the gear over and put it into the disassembly station?

ANSWER We move it over by the two jib cranes and raise the other end with the two jib cranes. The reason is the gear weighs 5,600 lbs. The jib cranes are only rated 4,000 lbs.

I feel that it would be advantageous to get a three ton crane for safety reasons for turning them end for end.

7 QUESTION What kind of landing gears does this area work on?

ANSWER There are four different configurations.

A Right hand AFT gear

B Left hand AFT gear

C Right hand ~~FRONT~~ ^{FWD} gear

D Left hand ~~FRONT~~ ^{FWD} gear

E Nose gear

F The Bogie is not a gear, but that is what the wheels are attached to.

8 QUESTION Is that all you build in this area?

ANSWER No, we also do part of the KC-135.

A Oleo Trunion

B Side struts

C Drag Brace

9. QUESTION Why are you washing those parts in a tub and not in the solvent tank?

ANSWER The solvent tank has a new chemical in it. called Biogenic mix. It is mixed at 10 to 1 and is not doing the job. We are waiting for more chemical so we can mix it at 3 to 1.

10 QUESTION What is the chemical that's in the tub?

ANSWER Freon.

11 Do you know of anything which would help to do a better job?

ANSWER Yes, a small automatic part washer because we wash a lot of the small parts and they stay in the area.

12 QUESTION What is the flow-time on Bogies

ANSWER It takes about 28 days

13 While observing I noticed that on the tie down straps which secure the bogie in the crate. They have a very long stud. The operator had to use an open end wrench to get the nut off. I would suggest getting an extra (3") long socket.

14 While observing the operator removing the Bogie from the container I noticed that it was difficult for him to position it on the stand.

I would suggest that you may consider a power unit on the rail to move the hoist back and forth.

15 QUESTION What is the flow of the Bogie?

ANSWER

A Uncrate and Remove from box

B Place on stand

C Disassemble unit

D Set Clip & Retainer aside

E Send parts to cleaning

F E & I

G Back shops for repair

H Back to CS area for sealing

I Out to paint

J Assemble front axles

K Assemble AFT axles.

16 While removing the housing for the AFT axle they were having problems with the bolts turning. The tool they have to hold the bolt is awkward at best. The ENVIRONMENTAL SEAL IF PLACED ON THE Edge of the bolt will hold the bolt from turning in disassembly.

17 In the bogie area the operator has to leave the station to get special tools.

18 In jake preassembly what are your problems?

Answer We need to have the common items up here close to us. When we drop a small item we have to run downstairs to get another one. The time spent running downstairs after this type of item outweighs the cost of the item many times over. NOTE NUTS. BOLTS. SMALL FITTINGS ECT.

19 QUESTION Do you know if they plan on expanding the area?

Answer Yes they plan on putting in two more stations to the east.

NOTE ALL OF THE SMALL PARTS ARE LOCATED DOWN STAIRS IN THE MIC. (NUTS - BOLTS. ~~SAM~~ SMALL PARTS ECT). WHEN THE MECH. A DEFECTIVE PIECE OF HARDWARE HE HAS TO RUN DOWN STAIRS AFTER A REPLACEMENT. THIS IS AN EXTRA TIME CONSUMING PROCESS.

20 QUESTION What is the process in overhauling the C-S nose gear

ANSWER

- A Completely disassemble unit
- B Wash small internal parts
- C Put small parts in RCC parts system
- D Degrease
- E Wash
- F E & I
- G To Back Shops for repair
- H Back to CS area for assembly & sealing
- I Test
- J Paint
- K Package and ship

21 QUESTION Do you build any thing else in this RCC?

ANSWER Yes 3 Items HC 135 TRUNNION, DERC STRUT & UPPER SIDE STRUT

22 QUESTION What operations do you perform on the subassemblies

ANSWER On the oleo trunnion

- A Assemble Sleeve
- B Attach Crank
- C Install Bearing in Crank
- D Ship to final assembly

22B Upper Side Strut

- A Install Bearing
- B Install Environmental Covers
- C Seal
- D To Paint
- E To Final Assembly

22C Drag Strut

- A Install Environmental Cover
- B Seal
- C To Paint
- D To Final Assembly

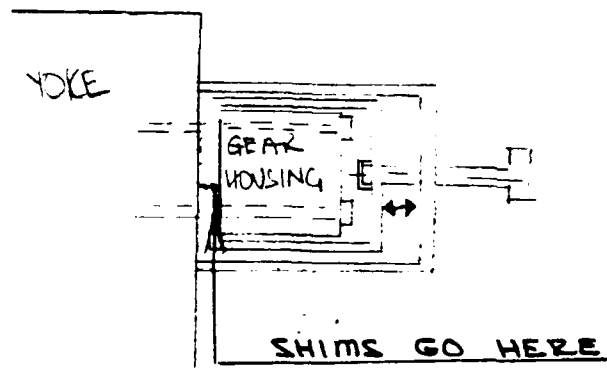
23 What is your load?

Answer we have completed 28 in a quarter, but that was with a lot of overtime. Fourteen is a good work load for this area.

24 QUESTION On the preassembly do you know how many shims it takes to get the correct tension on the chains.

ANSWER No it is trial and error to get to the correct tension.

25 SUGGESTION on the chain problem. A special puller could be made to pull the unit out and you could then check the tension and adjust the puller until you get the chain at the correct tension. At that point you could slide in the correct amount of shims and finish the assembly.



This is a rough sketch of my idea for a tool for this operation

26 QUESTION How is engineering for support?

ANSWER Usually they come down the next day, however sometimes it may take 3 weeks
I WOULD SUGGEST THAT THEY START KEEPING A LOG BOOK.

27 QUESTION Are there any problems with assembling the inner and outer cylinders?

ANSWER When stacking the cylinders the spindles have to be aligned along with all the other inner parts. The two cylinders are then compressed together. If the cylinders are not concentric they can be assembled but not rotated.

28 QUESTION Are the scratches touched up before shipping?

ANSWER Yes, paint comes over and touches up the completed gear with a hand paint brush. I WOULD RECOMMEND THAT PGP DOES THEIR OWN TOUCH UP WORK.

SUGGESTION A small air brush would do a superior job. The paint would be blended in for a better appearance on the finished unit. They could do this in less time and with less paint.

29 Whose storage is that to the east of the crib?

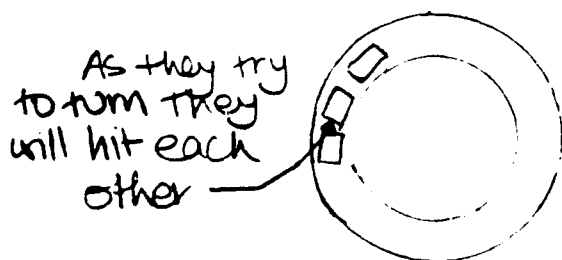
ANSWER It is our storage for this area

30 QUESTION Do you always pound the bushings with a hammer and punch?

ANSWER YES we have just started removing all of the bushings.

SUGGESTION Get a small 10 ton press and put it up to press all the bushing out. This would be a quicker and safer operation.

31 SUGGESTION On the bogie where the rear axle assembly bolts on to the main frame I would suggest a different type of bolt with a standard bolt. When you loosen the nut the bolt has the ability to turn. When this happens they have to get a special tool. At this time they have to get this special tool and an extension and socket on the ball and nut. This is a very time consuming process. If you used a bolt with a rectangular head the bolts would hit the next bolt which would eliminate the bolts from turning.



With this type of head you could still retain the same clamping force

32 QUESTION What is that machine over on the south wall?

ANSWER It is a ball and screw tester

33 QUESTION Is it used?

ANSWER No. It tests the screws at four times greater pressure than they will see in a normal life time. I WOULD RECOMMEND THAT IT IS MOVED OUT OF THE AREA.

34 QUESTION Do you know how to get a mill spec changed?

ANSWER No I don't.

RESPONSE I will find out how from Gene.

35 Suggestion In preassembly when they install motor for the chain drive the mechanic lays on his back trying to position the unit. If the mechanic had a mechanic's creeper he could move around for easier positioning of the unit.

36. QUESTION What are some of your problems?
ANSWER Getting parts to the production line.
37. QUESTION When do you think they will get MRP in?
ANSWER They should start on the proto type in a month or so.
38. QUESTION What things would you like to see changed?
ANSWER They need to have the work in the back shops scheduled and once it is scheduled they need to have the shops work to the schedule.
- B. I feel that too much emphasis is placed on effectiveness and not enough of quality and production. If you put your emphasis on quality and production effectiveness would be there.
- C. Scheduling and production should always attend the same meeting. If they did that they would push the same items.
- D. Scheduling has never asked me - (Paul Murry) what the capacity for Tear Down or for other areas in the shop is.

I WOULD RECOMMEND THAT SCHEDULING IS IN ON THE PRODUCTION MEETINGS. THEY WOULD THEN KNOW WHAT TO PUSH.

39. QUESTION What is the down time on the Crane for preventive maintenance.

ANSWER It takes three days for Take Down, Tear Down and for Recertification. I would suggest MOA on around the clock support until P.M. is completed. (MEMORANDUM OF AGREEMENT)

40. QUESTION Do you have anything to do with the nose gear fixture in 507.

ANSWER We don't have anything to do with the fixtures. Your best alternative is to talk to the foreman.

41. QUESTION How do you track parts?

ANSWER Tracking is non-existent. The system needs to be updated.

B We need the ability to track parts from shop to shop.

needs a P.A.T. STUDY TEAM.

42. QUESTION Do you think MRP II / ~~DUMIS~~ will help you and how soon do you think it will be implemented.

ANSWER I feel that it will take at least two years to get implemented.

43. QUESTION Do you feel it will help?

ANSWER Yes if it works the way it should it will be 1,000 percent better than what we have.

44. QUESTION How do you feel about the back shops?

ANSWER I feel that we need more control over them. They need to have a schedule of when things need to be completed by. (out of back shops)

B To get items out of the back shops you have to physically go out to the shop to find the parts, show the foreman where they are. If there is a reason why you have them put it in writing, but most of the time hand shake management works. (Please do this for me.)

45. QUESTION How well is your department staffed?
MASTER SCHEDULER

ANSWER I am the complete department and I could really use some help.

46. QUESTION What are your feelings on material control?

ANSWER The store rooms only have 15 days worth of parts in house. They are reclaiming parts that cost more than they are worth. The scheduling can from one day to the next from long range planning depending on what is needed.

B Sometimes they will pull a T Job and run it through because they do not get rated on them and they can get more hours out of them. When they do this a lot of times they will rob parts from Mister Jobs like nuts, bolts etc. Then when the Mister Job come up they are minus parts so they cannot complete the job.

C The central distribution center could have plenty of stock on hand when you check it on Monday and by Tuesday the other organizations on base could have depleted the stock. This would leave you short on parts.

D On back order items you can only place a high priority on 30% of what you have on order. When distribution back orders they use different numbers, therefore you have to go through distribution to find your parts. If someone has a higher priority level they will get the parts first. The field can put a higher priority on an item than I can.

50. QUESTION Have you had tracking systems before?

ANSWER Yes we used to have a system called M.J.T. - maintenance Job Tracking. It worked very well for a few months until they stopped putting the data into the terminal.
(THE PEOPLE WERE USED IN OTHER AREAS.)

51. QUESTION What about the paper work staying with the parts?

ANSWER Yes we do. We had a MICP not mission capable because of part. I went over to the shop that straightens them, told them what I needed. They gave me one. Then I pushed the part through and when I finally got to final assembly they told me that it was the wrong part. The machinist shop also machined it to the wrong thickness because the two parts had different tolerances.

the problem was caused by having the wrong paper-work with the part and the parts being very similar.

51. QUESTION What do you think the response will be to MRP II?

ANSWER They are afraid that this program will not be any better than the others. They want to see the software to see how it works.

52. On the equipment profile it was decided that we would average the down time and frequency for the scheduled maintenance. This decision was made by Gene, Jack and the group.

53. After talking to Steve Black about number 6 1 feel that the way they are turning the MLG over in a safe manner.

54. Regarding question 28 Steve informed me that due to the type of paint (polyurethane) it cannot be sprayed in the open. You have to have a paint booth.

55. Regarding question 30 on pounding bushing out Steve said they have tried a press in the past, however, the punch and hammer saves time.

56. QUESTION Is the work load stable?

ANSWER No. It is relative to the number of missions flown. With a lot of missions flown there is a lot of breakage which increases the work load.

57. QUESTION Does the process ever change?

ANSWER No, they stay the same.

58. QUESTION Do you scrap any parts out and if so, how much?

ANSWER We scrap out about ten per cent. We bring in ten percent more to cover fall out. STEVE SAID THAT THIS IS AN OVER ALL AVERAGE OF ALL PARTS.

59. QUESTION How well trained is your work force?

ANSWER Very well, there are all 10's and 9's.

60. QUESTION How well are you staffed?

ANSWER It depends upon the work load. I have in. Right now I have enough people for the scheduled work load for this quarter.

61. QUESTION How is your equipment?

ANSWER It is in good shape.

63. QUESTION What kind of engineering response do you receive?

ANSWER On the average it takes about three days. I feel that if they were in this building (#507) we would get better service.

64. QUESTION What kind of support do you get from the process engineers?

ANSWER We get good support from them.

65. QUESTION How many people do you have in your crew?

ANSWER I have 16 mechanics, 1 janitor, and 1 over equipment.

66. QUESTION When you order a specific piece of equipment do you get what you need?

ANSWER I can specify exactly what I need. Then procurement will shop around and buy one similar but not exactly what was asked for. Therefore, they are buying a useless piece of equipment.

Steven J. Black
Steven J Black

67. QUESTION Who is over MIC?

ANSWER Cindy Bennett.

68. QUESTION Who maintains your space server unit

ANSWER MAD takes care of them when they have problems.

69. QUESTION Do you do preventive maintenance required. Each organization has to submit for P.M. If they have not submitted for Preventive Maintenance, MAD will not put a P.M. on the piece of equipment.

70. Note from Gene Evans the foreman has a form for their area with all the training info. Dee and Grant would have the information for authorized hours.

71. QUESTION How up to date is the T.O. for the CS area?

ANSWER We have just revised that complete T.O. for the main landing gear.

72. QUESTION What are some of the changes you have made?

ANSWER We changed the lower bearing from a 3 piece assy to a 1 piece assy.

B We changed the FWD gears and removed the cross wind cylinders. They steer the plane on the ground with the nose gear and the AFT wheels.

- C. The cylinders are made from 300M which is very corrosive material. This material will rust if it is left wet for 30 minutes.
- D. The nose gear takes special equipment to grind the inner cylinder.

73. QUESTION What are some of the problems you found while getting line set up and running.

ANSWER The top nut on the cylinder did not have the correct torque specification called out for it and therefore they over torqued it. This sheared everything that was under it. Once they discovered what was causing the problem they had it solved within hours.

- B. At San Antonio they would tear the gear down and keep all the parts together never mixing the pieces. This caused them problems.
- C. At Ogden we requested that they opened up the leakage tolerances for easy remanufacture. This eliminated a lot of problems.

74. QUESTION How is your work load?

ANSWER Is it real sparse. We used to do 24 mainlanding gears a quarter. Now it is down to 12 to 14 gears per quarter.

- B. AFT BOGIES: They are trying to renegotiate from 60 months between overhauls to 84 months.
- C. The AFT Landing Gear is still at 60 months.
- D. The FWD gear: they are trying to renegotiate from 60 months to 22 months

E. They are also decreasing the number of missions flown

F. They had a ^{Problem} ~~problem~~ with rotating the gears 90° to bring them up into the plane. They changed the accumulator in some way. I am not sure what they did, however the problem went away.

74. QUESTION Does the RCC require much interfacing with engineering?

ANSWER Yes, they do.

75. QUESTION How often do you change the WCD's because of people on the floor?

ANSWER They are not changed much because of people on the floor.

76. NOTE Paul Kershaw is one of the people working on inputting data for MRP

77. QUESTION Do they have enough parts on hand for incoming gears?

ANSWER No, they do not understand that they should stock enough parts for eight gears for five days and not just enough parts for five gears for five days.

(Info From Paul Kershaw. suggest Pat Study.)

78. QUESTION What about tracking parts?

ANSWER We have no idea where the parts are. In the C-5 area they will put the paper work on the outside of the basket. The parts are then sent through the tanks, ovens etc and when they come out of the oven no-one knows what they are. Therefore they do not know what paperwork goes with what part. Hopefully with MRP II they will have a BAR code on the part. This would enable you to scan the part and get any information on it. This would also tell the system where the part is in the system. THE WAY IT IS BEING HANDLED NOW THERE IS NO AUDIT TRAIL AND THEREFORE THERE CAN BE NO CORRECTING ACTION TAKEN.

79. QUESTION Who would have information on the testers?

ANSWER Gary Cooke

80. QUESTION DO YOU HAVE ANY PROBLEMS WITH THE PROCESS IN YOUR AREA.

ANSWER NO THE ACTUAL PROCESS (T.O.) IS GOOD THE PROBLEM IS MAKING THE WORKERS ACCOUNTABLE FOR WHAT THEY DO.

81. QUESTION What happens when a part is mis-routed?

ANSWER If they are mis-routed and comes here it has to go back through the complete system.
YOU CAN TELL IF IT IS MISS ROUTE BY CHECKING OUT THE PART.

82. QUESTION You think that making the people accountable will help?

ANSWER YES IT WOULD SOLVE A LOT OF PROBLEMS.
NOTE. SOME MANAGEMENT / SUPERVISORS FEEL THAT DESPITE PAC THERE IS NO REAL CONSEQUENCE FOR IMPROPER WORKMANSHIP

83 NOTE STEVE BLACK SAID THE PRINT FORMAN SAID THAT THEY WOULD BE OUT OF PRINT TOMORROW AND THAT IT WOULD EFFECT ME (STEVE) SOON.

84 QUESTION WHAT HAPPENS WHEN YOU HAVE A LEAKER?

ANSWER WE TEAR IT BACK DOWN HERE AND REPAIR IT.

NOTE 1 OR 2 LEAKERS PER YEAR

85 NOTE WHILE TALKING TO JOHN & TRACY THEY STATED THAT THEY ALWAYS HAD PROBLEMS GETTING THE PINS OUT OF THE CONNECTOR LINK. I THOUGHT ABOUT AN AIR CHISEL WITH A BUNCH PUNCH. AFTER TALKING TO THEM PROBABLY A SPECIAL PUNCH WOULD WORK BEST (SEE QUICK FIX)

86 QUESTION HOW HARD IS IT TO TORQUE THOSE BOLTS?

ANSWER YES THEY ARE TORQUED TO 750 IN. POUNDS

~~AND~~ NOTE

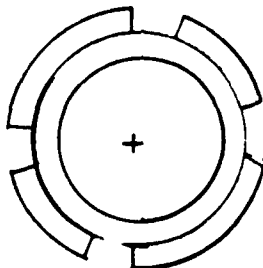
WHILE TALKING TO TRACY & LYNN I FOUND OUT THAT THEY RUN ALL THOSE BOLTS DOWN ~~A~~ (APPROXIMATELY 20 BOLTS) WITH A AIR IMPACT. SOME TIME THEY GET THEM TO TIGHT. I FEEL THAT A PNEUMATIC TORQUE CONTROL GUN WOULD BE SAFER AND WOULD ELIMINATE OVER TORQUING, (SEE 'QUICK FIXES')

87 QUESTION WHY ARE YOU FILING ON THOSE NUTS.

ANSWER ~~WE~~ AM TRYING TO GET THE EDGES SQUARE AGAIN.

NOTE

AFTER EXAMINING THE NUT TRACY AND I DECIDED THAT THEY WERE BROKEN LOOSE WITH A PUNCH AND HAMMER. I FEEL THAT THEY NEED A SPECIAL TOOL TO DO THIS WITH.



THE EDGES ARE DESTROYED BY PERSONAL POUNDING ON THE EDGES AND COST TIME AND MONEY IN BAD PARTS. REWORK AND SCRAP

TX QUESTION W AT ARE SOME OF YOUR PROBLEMS IN THE ASSEMBLY OF THE NOSE LANDING GEAR.

ANSWER WHEN ASSEMBLING THE NOSE UNIT THERE ARE MANY VARIABLES SUCH AS NEW PARTS WITH OLD BOLTS. THE BOLTS HAVE BEEN RECOATED AND IT IS AT THE MAXIMUM DIAMETER ALLOWED. AND THE PART IS AT THE MINIMUM DIAMETER ALLOWED AND THERE FOR THE FIT IS TO TIGHT. SO I TRY ANOTHER BOLT TILL I FIND ONES THAT WILL WORK.

A. HE ALSO HAS TO DO A LOT OF CLEANING ON THE THREADS AND POLKING OF THE CYLINDER AS WELL AS HONING THE INNER CYLINDER.

B ON THE LOWER CAM ASSY. THE PARTS COME IN WITH A VERY RUFF FINISH. IT THEN HAS TO BE SANDED SMOOTH SO THAT THEY WILL SLIDE IN TO THE NOSE GEAR.

C THE UPPER CAM. IF IT COMES DOWN WITH ANY BURRS ON IT. IT HAS TO BE DEBURRED BY HAND. IF IT HAS BEEN RELOADED AND THEY DO NOT MASK IT OFF GOOD. HE HAS TO ALSO REMOVE THIS MATERIAL.

D WHEN THE UPPER TORQUE CONTROL ARM COMES BACK HE HAS TO CLEAN UP ALL OF THE BUSHINGS AND GREASE FITTINGS & PASSAGE MUST BE CLEANED BEFORE USE.

E THERE IS A PROBLEM WITH THE PARTS COMING BACK FROM NICK & BURR THE PARTS ARE NOT CORRECTLY NICK OR BURRED. THE OPERATORS ARE 05 & 07. THEY DO NOT HAVE THE EXPERTISE ON WHAT NEEDS TO BE DEBURRED. NOTE THERE NEEDS BE MORE TRAINING IN NICK & BURR

F ON THE OUTER CYLINDER THERE IS OFTEN PLATING ON THE INSIDE OF THIS CYLINDER. IF THIS PLATING IS NOT REMOVED THEY WILL BE LEAKERS.

NOTE I FEEL THAT THE PLATING PROCESS SHOULD BE LOOKED INTO ESPECIALLY THE MASKING OPERATION.

G THE INNER TUBE AND GUIDE ASSEMBLY HAS TO BE REWORKED JUST LIKE THE REST OF THE NOSE GEAR. NOTE I FEEL THAT IT SHOULD BE INCORPORATED IN THE A. IN THE PROCESS

H. ON THE RETRACTING ARM, THE BOLT WHICH ATTACHES IT TO THE UNIT A LOT OF THEM HAVE TOO MUCH CADD PLATING. THIS CAUSES A PROBLEM OF GETTING THE BOLT THROUGH THE HOLE.

I. AT PRESENT THE OPERATOR HAS TO GREASE THE UNIT BY HAND. THEY ARE WORKING ON GETTING A PNEUMATIC GREASE GUN.

THE C-S AREA SEEMS TO BE WELL ORGANIZED.
THE MAJOR PROBLEM IS PARTS. THEY NEED A TRACKING
SYSTEM. TO TELL THEM WHERE THE PART ARE.
THEY NEED THE PARTS BACK IN THE AREA AT
CERTAIN TIMES. IN ORDER TO MAKE QUOTA.

C-5

AREA

MANPGP - (C-5 AREA)

MANPGP IS A RESOURCE CONTROL CENTER (RCC) UNDER THE MANPG SECTION OF THE INDUSTRIAL PRODUCTS DIVISION (MAN) AT OO-ALC. MANPGP (C-5 AREA) IS LOCATED IN BUILDING 507. IN THE MIDDLE OF THE BUILDING.

THE AIRSA IS KEPT CLEAR

THE WORK AREA IS PRIMARILY MISTER WORK. IT

CONSIST OF C5 MAIN LANDING GEAR, C5 BOGIE,

C5 NOSE LANDING GEAR, KC 135 UPPER SIDE

STRUT ASSEMBLY, KC 135 DRAG STRUT, KC 135

OLGO TRUNNION ASSY.

PERCENT OF OTHER WORKLOAD FOR RCC

(80/20 LISTING)

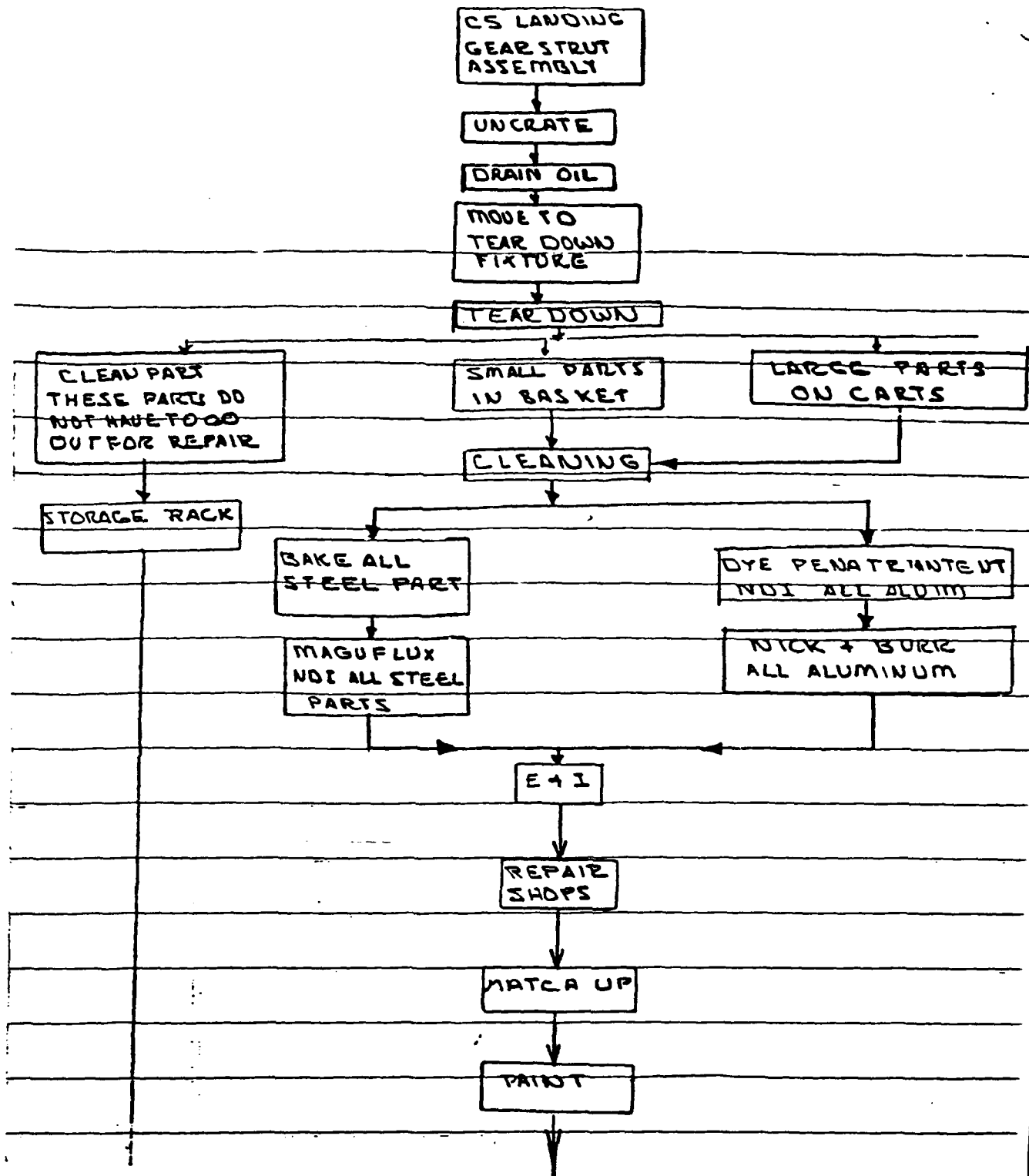
RCCs

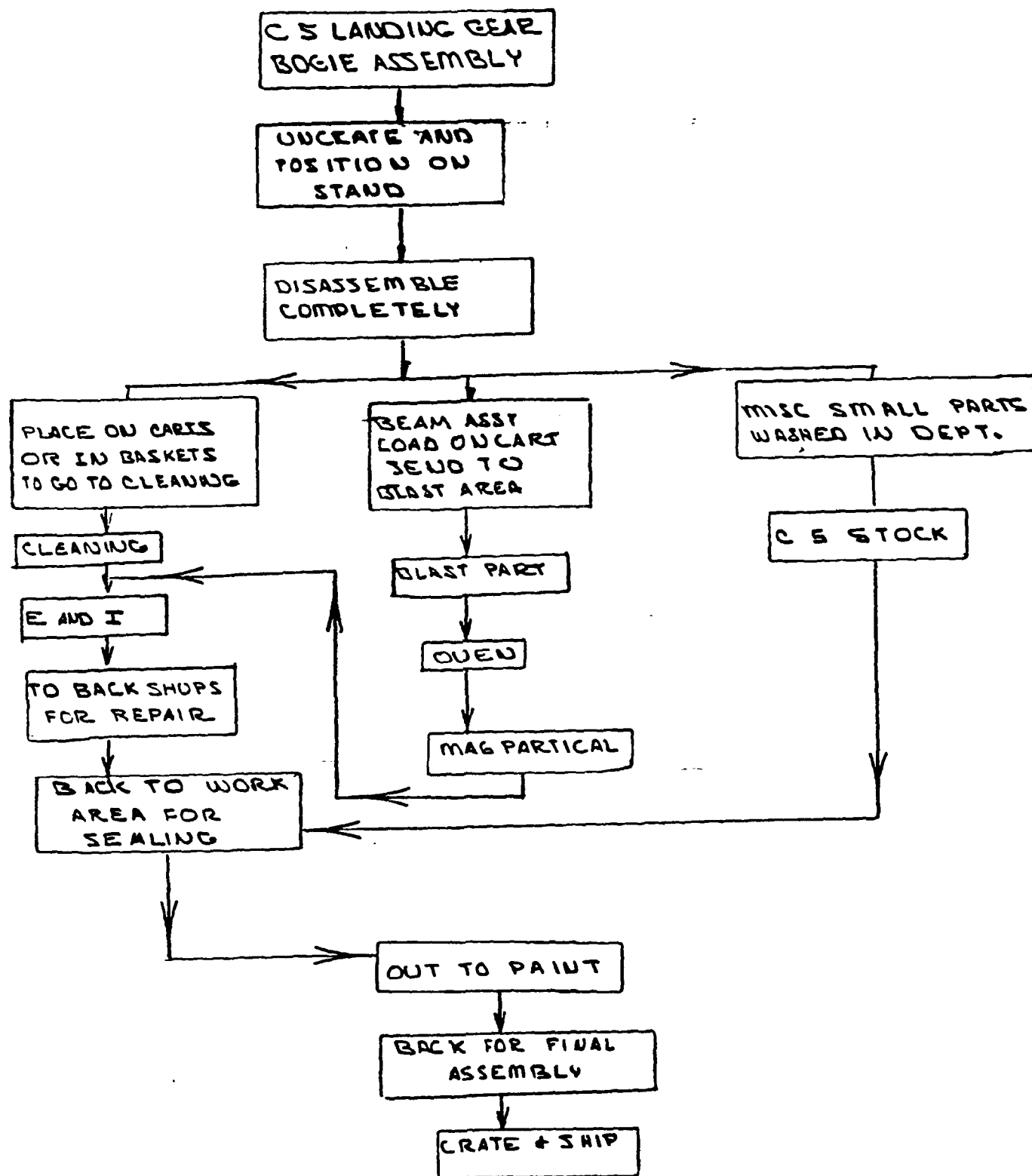
JOB TYPES	MANPGP	MANPGW	MANPNA	MANPRA	MANPRB	MANPRC	MANPWW
TEMPORARY	13.72	2.35	15.11	1.40	1.05	1.35	1.05
MANUFACTURE	0.00	0.00	0.92	0.00	4.51	2.74	12.50
PDM	1.00	0.00	22.79	0.04	0.07	4.39	22.44
ARMAMENT	0.00	0.23	1.26	0.04	0.03	4.18	2.38
HYDRAULICS	0.00	0.05	7.00	1.11	2.67	3.88	13.99
MISFEER	95.28	11.37	52.92	97.41	91.67	83.46	97.64

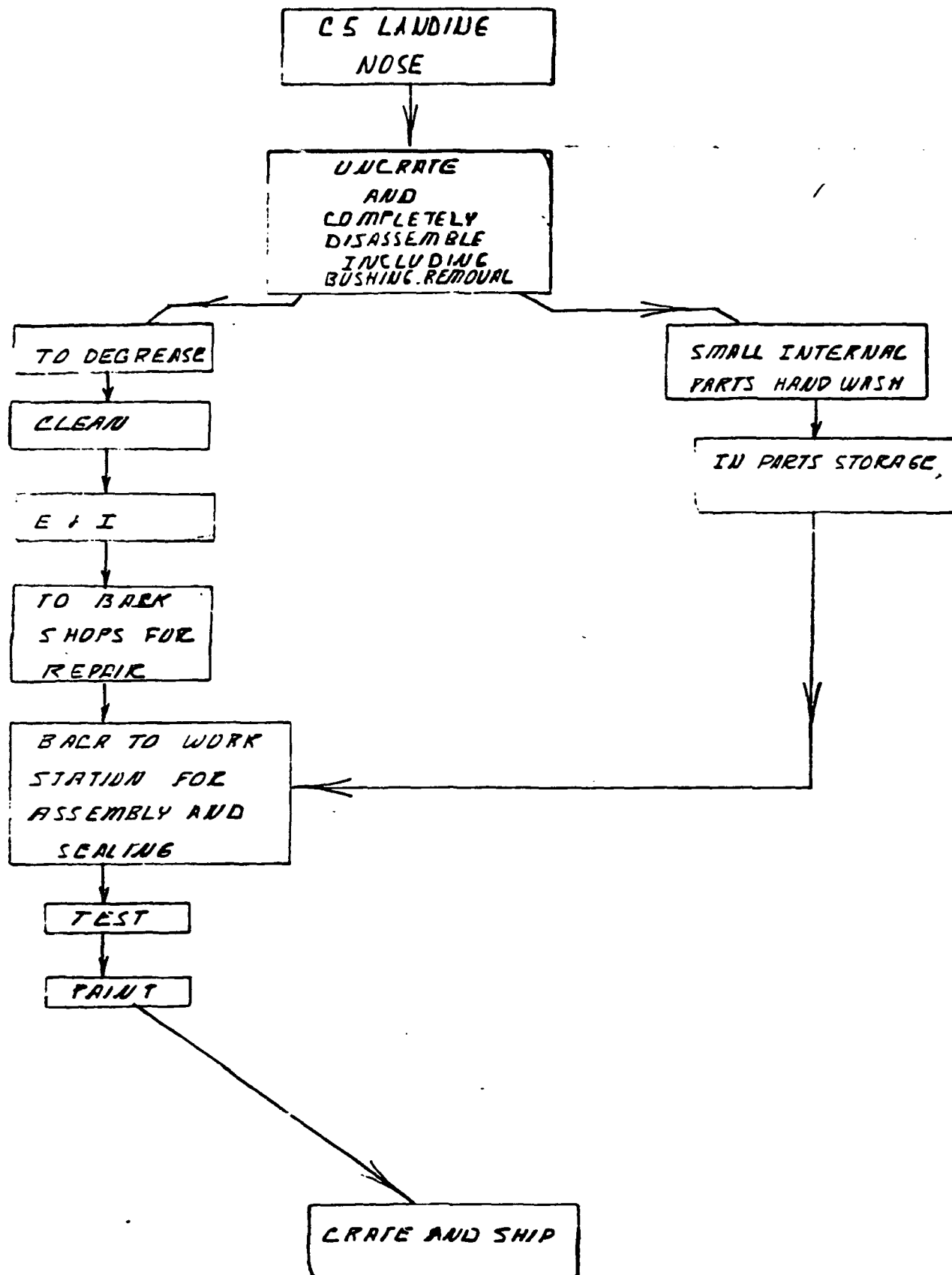
THE DECREASING FLIGHTS AND RENEGOTIATIONS WHICH IS INCREASING THE LENGTH OF TIME THE UNIT STAYS OUT IN THE FIELD IS DECREASING THE AMOUNT OF WORK NEGOSO TO BE DONE ON THE C5 COMPONENTS. WITH THE DECREASED WORK LOAD IN THE C5 AREA THEY HAVE SUPPLEMENTED THEIR WORK LOAD WITH THE FOLLOWING:

- A) KC 135 UPPER STRUT
- B) KC 135 DRAG STRUT
- C) KC 135 OLEO TRUNION ASSEMBLY

THEY WORK ON THESE ITEMS WHILE WAITING FOR MATERIALS FOR THE C5 COMPONENTS. THE FLOW CHARTS ARE ON THE FOLLOWING PAGES.







KC 135
UPPER SIDE
STRUT
ASSEMBLY

GRAV SEALER

INSTALL BEARING

INSTALL ENVIRONMENTAL
COVERS

SEAL

TO PAINT

TO FINAL
ASSEMBLY

KC 135
DRAG STRUT

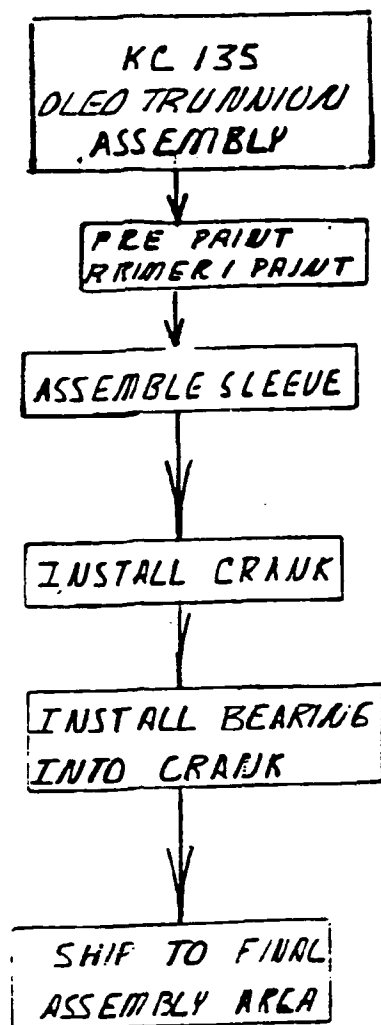
SEALER

INSTALL
ENVIRONMENTAL
COVER

SEAL

TO PAINT

TO FINAL
ASSEMBLY



MANPOWER (C-S AREA) EQUIPMENT CONSIST OF SPECIALLY MANUFACTURED EQUIPMENT. IT HAS THREE LARGE ASSEMBLY/DISASSEMBLY STATIONS WITH LIFTING CAPABILITIES. THEY HAVE TWO FIXTURES WHICH ARE USED TO MOVE THE MASSIVE UNITS IN AND OUT OF THE ASSEMBLY/DISASSEMBLY STATIONS.

THEY HAVE FOUR PREASSEMBLY STATIONS FOR THE C-S MLC. THERE IS A FIXTURE FOR TESTING THE C-S THREE CYLINDER ASSY.

FOR THE C-S NOSE LANDING GEAR ASSEMBLY/DISASSEMBLY STATION THERE IS ONLY ONE FIXTURE AND IT IS USED FOR BOTH PROCEDURES. THEY ALSO HAVE A JIB CRANE WHICH IS USED EXTENSIVELY.

C-S BOCIE AREA HAS TWO ROLLING FIXTURES WHICH THEY USE FOR THE ASSEMBLY/DISASSEMBLE OPERATIONS. THERE IS A JIB CRANE IN THE AREA WHICH IS ALSO USED EXTENSIVELY DURING THESE OPERATIONS. EACH WORK STATION

IS EQUIPPED WITH WORK A BENCH OR BENCHES, LIGHTS AND TOOLS REQUIRED TO PERFORM THE TASK. EACH ASSEMBLY STATION HAS THE PROPER TEST EQUIPMENT TO TEST EACH UNIT TO INSURE THAT EACH UNIT IS FUNCTIONAL AND SAFE.

THE FIRST STEP IN THE REPAIR OF THE CSA.
MAIN LANDING GEAR. THE UNIT IS BROUGHT IN UN-CRATED
AND DRANGED. THE PART IS THEN LOADED ON TO
A SPECIAL CART AND ROLLED IN TO THE DISASSEMBLY
STATION. THEY THEN LOAD THE PART INTO THE
DISASSEMBLY FIXTURES AND THEN THEY REMOVE
THE LOADING CART.

AT THIS STATION THEY TOTALLY DISASSEMBLE THE
LAND GEAR. THEY USE A LOT OF HAND TOOLS
IN THE DISASSEMBLY PROCESS. AT THIS POINT
THEY CLEAN OFF THE MAJORITY OF THE GREASE
AND OIL. THEY ALSO HAND WASH ALL THE PARTS
WHICH ARE GOING TO STAY IN THE AREA. THE REST OF THE
PARTS ARE THEN SHIPPED OUT OF THE AREA AND
INTO THE SYSTEM.

WHEN THEY HAVE COMPLETED ALL OF THE NECESSARY REPAIRS
ON THE SUB COMPONENTS, PUTTING THEM BACK INTO
ACCEPTABLE CONDITION. THEY ARE THEN ROUTED
BACK TO THE CSA AREA.

WHEN THE COMPONENTS ARE RETURNED TO THE
AREA THEY FIRST DO A YOKE PREASSEMBLY. THEY
ASSEMBLE THE O RING AND ENVIRONMENTAL SEAL.
SECOND THEY INSTALL THE BALL SCREW ASSEMBLY.

THE UNIT IS THEN MOVED TO THE PREASSEMBLY STAND. THEY USE A C525 CRANE TO MOVE THE UNIT. SHOP FLOOR INTERVIEWS AND OBSERVATION INDICATED A QUICK FIX OPPORTUNITY. THE FIRST ONE IS WHEN THEY ASSEMBLE THE CHAIN DRIVE UNIT TO THE YOKE. THE OPERATOR HAS TO PRY THE UNIT OUT AWAY FROM THE YOKE AND THEN INSERTS SHIMS. HE THEN CHECKS THE CHAIN TO SEE WHAT THE TENSION READING IS. IF THE TENSION IS OFF THEY NEED TO ADD OR SUBTRACT SHIMS UNTILL THEY ACHIEVE THE CORRECT TENSION. IF THEY HAD A PULLER THEY COULD PULL THE UNIT OUT TO THE CORRECT TENSION, MEASURE FOR SHIM THICKNESS AND INSTALL THE SHIMS. THIS WOULD SAVE 1.25 HRS PER GEAR AND WOULD ELIMINATE THE POSSIBILITY OF BACK STRAIN. COST SAVING \$3,004.40

THE NEXT QUICK FIX IS REPLACING A PIECE OF FOAM WITH A CREEPER. AT THE PRESENT TIME THEY GET A PIECE OF FOAM AND LAY IT ON THE FLOOR TO WORK ON. EACH TIME THEY HAVE TO WORK ON A DIFFERENT PLACE ON THE UNIT THEY GET UP AND MOVE THE FOAM AND THEN LAY BACK DOWN ON IT, AND PROCEED ON WITH THE ASSEMBLY.

I PROPOSE THEY GET A CREEPER. THEY THEN COULD ROLL AROUND AS NEEDED. WITHOUT GETTING UP AND MOVING THE FOAM OR CREEPER. COST SAVINGS \$1,201.74

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to MLG CS at RCC MANAGER
at 00 ALC.

POINT(S) OF CONTACT: C. CRAWFORD

AS-IS CONDITION: THE OPERATOR PRYS THE UNIT OUT WITH PEY BAR STICKS IN SHIMS
AND THEN CHECK THE CHAIN FOR TENSION. HE OR SHE REPEATS THIS OPERATION
UNTILL THE CORRECT TENSION IS ACHIEVED.

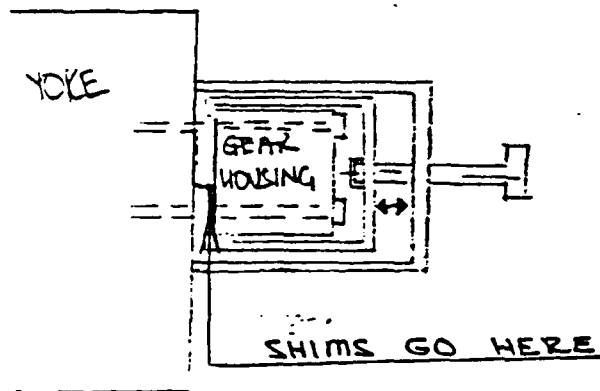
TO-BE: PUT ON PULLER. PULL UNIT OUT CHECK CHAIN FOR TENSION & ADJUST PULLER AS
REQUIRED. MEASURE AND INSERT SHIMS.

POTENTIAL IMPROVEMENTS: SAVINGS \$ 3,004.40

IMPLEMENTATION COST:

SCHEDULE:

25 SUGGESTION on the chain problem A special puller could be made to pull the unit out and you could then check the tension and adjust the puller until you get the chain at the correct tension. At that point you could slide in the correct amount of shims and finish the assembly.



This is a rough sketch of my idea for a tool for this operation

SAVINGS

$$\frac{1.25 \text{ HRS}}{\text{GEAR}} \times \frac{14 \text{ GEARS}}{\text{QUARTER}} \times \frac{4 \text{ QUARTERS}}{\text{YEAR}} \times \left(\frac{42.92}{112} \right) = \$3004.40$$

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to MLG ASSY (C-5) at RCC DRAPER
at 00 ALC.

POINT(S) OF CONTACT: SAM BASS

AS-IS CONDITION: GETS PIECE OF FOAM AND MOVES AROUND ON THE FLOOR AS NEEDED.

TO-BE: GET CREEPER AND ROLL AROUND ON FLOOR AS REQUIRED TO DO THE JOB.

POTENTIAL IMPROVEMENTS: \$1,201.76 SAVINGS

IMPLEMENTATION COST: \$20.00

SCHEDULE:

CREEPER

PRESENTLY THEY LAY A PIECE OF FOAM DOWN ON THE FLOOR
 THEY LAY ON IT TO WORK. HOWEVER THEY GET UP AND
 REPOSITION THIS MANY TIMES WHILE THEY ARE WORKING
 ON THE LOWER PART OF THE GEAR IN PREASSEMBLY

(.5 HR / GEAR X 56 GEARS) (RX 142.92 / HR) = 7,201.76

THE NEXT QUICK FIX OPPORTUNITY IS PREASSEMBLY AREA IS. TO MOVE THE SMALL PARTS BINS. NUTS, BOLTS, CONNECTORS ECT. UPSTAIRS BY THE MECHANIC WHO USES THEM. AT THE PRESENT TIME EVERY TIME THE MECHANIC DROPS AN ITEM OR WHEN HE IS SENT UP A DEFECTIVE ITEM HE MUST RUN DOWN STAIRS TO THE MIC TO GET A REPLACEMENT. ONCE HE IS AT THE MIC THEY MUST FILL OUT WHAT PART NUMBER IS ASSIGNED TO THE PART, FILL OUT THE PAPER WORK FOR A REPLACEMENT, FINALLY HE GETS THE PART AND THEN THE OPERATOR TAKES IT BACK UP STAIRS, TO SEE IF IT WILL FIT. I PURPOSE THAT THEY MOVE ALL OF THIS TYPE ITEM BACK UP STAIRS. WHERE IT WOULD BE READILY AVAILABLE TO THE MECHANICS WHO USED THEM. COST SAVINGS 38,456.32 PER YEAR. ACCORDING TO WHAT JOHN BOYER STATED WHILE TEACHING AN MRP II CLASS AT HILL AIR FORCE BASE HE STATED THAT SMALL ITEM LIKE NUT, BOLTS, CONNECTORS ECT. COULD BE SET UP ON A MIN/MAX SITUATION.

AS SOON AS THEY FINISH THE PREASSEMBLY
THE UNIT IS MOVED DOWN INTO THE LARGE
ASSEMBLY STATION FOR FINAL ASSEMBLY.
IN FINAL ASSEMBLY THEY PERFORM THE FOLLOWING
OPERATIONS.

- A. INSTALL SPLIND TUBE ASSEMBLY
- B. GREASE BEARING AND INSTALL PISTON SUB. ASSY
- C. INSTALL ALL ITEMS TO BUILD UP TOP END OF UNIT
- D. CHARGE UNIT
- E. TEST UNIT
- F. INSPECT UNIT
- G. SHIP UNIT

IN THIS PHASE OF THE OPERATION THEY
APPEAR TO BE WORKING QUITE EFFICIENTLY.
THEY HAVE ALL OF THE TOOLS REQUIRED
TO PERFORM THE TASK.

QUICK FIX OPPORTUNITY

TITLE:

A potential process improvement opportunity (PI0) exists to MLG ASSY (CS) at 00 ALC. at RCC MMRP6P

POINT(S) OF CONTACT: SAMI RASS

AS-IS CONDITION: RUN DOWN STAIRS TO GET CORRECT NUT BOLT ECT. IF YOU DROP A BOLT YOU HAVE TO GO DOWN STAIRS AFTER IT. EXCHANGES ARE ALSO MADE DOWN STAIRS.

TO-BE: MOVE THE FASTENERS ECT UP BY THE MECH WHO USES THEM.

POTENTIAL IMPROVEMENTS:

SAVINGS PER YEAR \$ 75,632

IMPLEMENTATION COST: MOVE STORAGE UNITS FOR FASTENERS ECT BACK UP STAIRS

SCHEDULE:

SMALL PARTS

FAST METHOD: HAD ALL THE SMALL PARTS NUTS, BOLTS ECT LIP
BY THE MECHANIC. FOR EASY ACCESS. THEY COULD
DO A GEAR IN 48 HRS

NOW ALL OF THE NUT BOLTS ECT HAVE BEEN MOVED DOWN
INTO THE MIC. WHEN THE PARTS COME UP THE
MECHANIC MUST SORT THE PARTS OUT. THEY ALL COME UP
IN A LARGE BAG. ALSO WHEN YOU DROP A BOLT YOU
HAVE TO RUN DOWN A FLIGHT OF STAIRS TO PICK IT
UP OR GET A REPLACEMENT.

IT NOW TAKES 64 HOURS TO BUILD A GEAR

64-48-16 HRS X 56 GERS / YR X 42.92 / HR = \$ 38,756.32

C-5 BOGIE.

THE PRESENT PROCESS FOR DISASSEMBLING THE C5 BOGIE IS AS FOLLOWS.

- A- THE REMOVE THE UNIT FROM THE CRATE
- B. REMOVE SPACERS, BRACE COLLAR, BOGIE PITCH COLLAR
- C REMOVE GUDEGON PIN ASSEMBLY AND COMPENSATOR LINK.

AFTER INTERVIEWING THE FLOOR PERSONNEL AND OBSERVING THEIR PROCESS THEY INDICATED A QUICK FIX OPPORTUNITY. AT THE PRESENT TIME IN ORDER TO REMOVE THE COMPENSATOR LINK PINS, THEY HAVE ONE PERSON HOLD THE PUNCH AGAINST THE PIN WHILE THE SECOND PERSON STRIKES THE PUNCH WITH A HAMMER. YOU HAVE THE PROBLEM OF THE PUNCH BOUNCING OFF THE BOLT. AFTER TALKING WITH THE MECHANICS AND LISTENING TO THEIR CONCERNS, I DESIGNED A PUNCH WHICH THEY CAN SECURE TO THE COMPENSATOR LINK PIN. BY DOING THIS YOU ELIMINATE THE PUNCH BOUNCING OFF THE PIN AND YOU ALSO REDUCE THE MAN POWER BY ONE HALF WHICH WILL SAVE THE GOVERNMENT \$2,22640 PER YEAR.

D REMOVE FORWARD AXLE AND HARDWARE.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to MLG ASSY (CSJ) at RCC MANPCP
at 00 ALC.

POINT(S) OF CONTACT: TRACY LLOYD

AS-IS CONDITION: ON PERSON HOLDS PRESS ROD ON PIN WHILE SOME ONE ELSE
POUNDS ON THE ROD WITH A HAMMER.

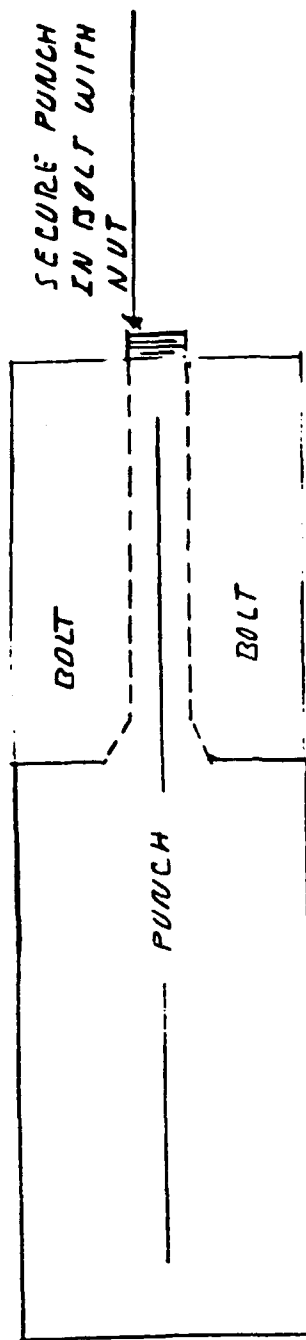
TO-BE: MAKE A SPECIAL TOOL TO BE ATTACHED TO THE PIN SO ONE PERSON REMOVE THE
PIN.

POTENTIAL IMPROVEMENTS: SAVINGS 2.226.40

IMPLEMENTATION COST: 0.50 TO 1100.00

SCHEDULE:

REMOVING OF COMPENSATOR ATTACHING PINS ON CS BOGIE



TOOL USED TO REMOVE 4G190631010 BOLT 2 / BOGIE
WITH A PUNCH LIKE THIS YOU COULD SECURE PUNCH TO THE BOLT. ONE PERSON COULD
DRIVE THE BOLT IN PLACE OF TWO PEOPLE. ALSO WHERE THE PUNCH SECURED TO THE BOLT
THE PUNCH WON'T BOUNCE AND THE PIN WILL BREAK LOOSE EASIER.

PRESENT METHOD

(2 MEN) 12 BOLTS / 14 BOGIES / QTY 40 QUANTITIES 25 HR / BOLT (47.33 / HR) * 2650.44

PROPOSED METHOD

(1 MAN) 12 BOLTS / 14 BOGIES / QTY 40 HR (47.33 / HR) : 424.08

2650.44
- 424.08
2,226.36

E REMOVE AFT AXLES AND HOUSINGS.

AFTER INTERVIEWING SHOP PERSONNEL, SOME OF THE ENGINEERS AND OBSERVING THEIR PROCESS THIS INDICATED A QUICK FIX OPPORTUNITY.

AT THE PRESENT TIME WHILE REMOVING THE BOLTS FROM THE AFT AXLE HOUSING AREA, PART OF THE TIME A BOLT WILL BREAK LOOSE AND TURN. WHEN THIS HAPPENS THEY GET A SPECIAL WRENCH WHICH ENABLES THEM TO REACH THE HEAD OF THE BOLT. THE HEAD OF THE BOLT IS ON THE BACK SIDE OF THE HOUSING AND THIS MAKES IT INACCESSIBLE WITH ANY STANDARD TOOL. THIS PROCEDURE IS VERY TEDIOUS AND REQUIRES AN EXTRA PERSON TO HOLD THE SPECIAL TOOL. IN TALK TO THE MECHANIC IT WAS DISCOVERED THAT IF THEY WOULD PUT ON ENOUGH SEALER TO WHERE IT MADE CONTACT WITH ALL OF THE BOLTS THIS WOULD ELIMINATE THE PROBLEM ENTIRELY. THIS WOULD SAVE \$240,36 PER YEAR.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (P10) exists to NO G/E (P-5) at RCC MANAGER
at CO ALC.

POINT(S) OF CONTACT: JOHN KUNKLER

AS-IS CONDITION: PART OF THE BOLTS TURN AS THEY ARE REMOVING THE NUTS. THEY HAVE TO USE
A TOOL TO HOLD THE BOLT WHILE REMOVING THE NUT.

TO-BE: APPLY SEALER SO THAT IT MAKES CONTACT WITH INNER BOLTS. THIS WILL HOLD THEM WILL
REMOVING THE NUTS.

POTENTIAL IMPROVEMENTS:

SAVINGS 1240.35 / YR

IMPLEMENTATION COST: 0

SCHEDULE:

BOGIE

WHEN THEY ARE REMOVING THE NUTS & BOLTS

SOME OF THE INNER BOLTS ~~STOP~~ SPIN. WHEN THIS
HAPPENS THEY HAVE TO USE SPECIAL TOOLS TO GET
THE BOLTS OUT. THIS TAKE APP 1 HR.

SOLUTION.

PUT A HEAVY COAT OF ENVIRONMENTAL

ON SO THAT IT COME IN CONTACT WILL FREE BOLT
AND STOPES IT FROM TURNING

AT THIS POINT THE PARTS HAVE ALL OF THE CORRECT WCD'S. THE PARTS ARE THEN SENT TO THE OTHER RCC'S FOR REPAIR AS REQUIRED.

UPON THE CONCLUSION OF THE REPAIR PROCESS BY THE SUPPORTING RCC'S THE COMPONENTS ARE SENT BACK TO THE CE AREA FOR ASSEMBLY.

THE ASSEMBLY PROCESS ARE AS FOLLOWS.

- A CLEAN AND ASSEMBLE FWD AXLES.
- B ASSEMBLE BRAKE AND DITCH COLLARS
- C. ATTACH AFT AXLE HOUSING AND AXLES.
- D ASSEMBLE GUDGEON PIN, CENTER LINK AND COMPENSATOR L.L.
- E TORQUE ALL BOLT, PER SPEC
- F TOUCH UP PAINT, QC ACCEPT AND SHIP.

AFTER WATCHING THE MECHANICS TORQUE DOWN THE BOLTS ON THE AFT AXLES WITH AN INCH POUND TORQUE WRENCH I SAW A QUICK FIX OPPORTUNITY. IN PLACE OF THE INCH POUND TORQUE WRENCH AND THE PNEUMATIC ~~3~~ IMPACT WRENCH. I WOULD SUGGEST A PNEUMATIC TORQUE GUN. WITH A PNEUMATIC TORQUE GUN YOU WOULD ELIMINATE OVER TORQUING OF THE BOLTS. WHICH WEAKENS THE BOLTS BY STRETCHING THEM PAST A SAFE LIMIT. IT WOULD ALSO ELIMINATE THE HAND TORQUING OPERATION. THIS PROCEDURE WOULD PRODUCE A STRUCTURALLY SAFE UNIT.

QUICK FIX OPPORTUNITY

TITLE: A potential process improvement opportunity (PIO) exists to DOGIE ASSY at RCC MAUPGP
at DO ALC.

POINT(S) OF CONTACT: TRACY LLOYD.

AS-IS CONDITION: TIGHTEN BOLTS DOWN WITH 3/8 IMPACT CHECK WITH TORQUE WISEMEN IF
TO TIGHT LOOSEN & RETORQUE. IF THE BOLT IS OVER TORQUED IT WILL
CAUSE STRUCTURAL DAMAGE TO THE BOLT
TO-BE: USE AIR TORQUE GUN THIS WILL RUN THE BOLT DOWN TO THE CORRECT TORQUE
EVERY TIME

POTENTIAL IMPROVEMENTS: SAVEZ DOGIE UNIT.

IMPLEMENTATION COST:

SCHEDULE:



THE TORQUING OF BOLTS.

ON THE BOGIES WHEN THE TIGHTEN DOWN THE BOLTS HOLDING THE AXLE HOUSING TO THE MAIN BOGIE BEAM. THEY RUN THESE BOLTS DOWN WITH AN IMPACT WRENCH. A FEW BOLTS USUALLY GET OVER TIGHTENED. THIS CAN DAMAGE THE STRUCTURAL STRENGTH OF THE BOLT.

I WOULD SUGGEST A TORQUE CONTROL IMPACT WRENCH. THIS WRENCH COULD BE SET FOR THE CORRECT TORQUE OF THESE BOLTS. THIS WOULD ELIMINATE OVER TORQUING AS WELL AS THE SECOND OPERATION OF CHECKING THE TORQUE.

THE C 5 NOSE LANDING GEAR

THE C 5 NOSE LANDING GEAR IS A UNIQUE GEAR. THE WORK LOAD IS GREATLY REDUCED IN COMPARISON TO THE MAIN LANDING GEAR.

THE DISASSEMBLY AND ASSEMBLY ARE BOTH ACCOMPLISHED AT THE SAME WORK STATION.

THE PROCEDURE FOR THE DISASSEMBLY IS AS FOLLOWS.

A. REMOVE FROM CRATE

B. PLACE IN FIXTURE

C. REMOVE AXLE NUTS, SPACERS, UPPER AND LOWER CONTROL ARMS.

D. REMOVE ORIFICE TUBE FROM OUTER CYLINDER.

E. REMOVE STEERING COLLAR ASSEMBLY

F. REMOVE OUTER CYLINDER

G. REMOVE AND DISASSEMBLE HIGH PRESSURE PISTON.

H. DISASSEMBLE LOCK UP ROLLER ASSEMBLY

I. CLEAN PARTS AS REQUIRED BY HAND.

J. DO ALL THE PAPER WORK AND ATTACH THE CORRECT TAGS TO THE PARTS.

K. ROUTE THE PARTS OUT TO THE OTHER RCC'S

FOR REPAIR AS REQUIRED. FROM WHAT I COULD

ASCERTAIN THE DISASSEMBLY PROCESS HAS BEEN

REFINED AND IS WORKING SMOOTHLY

THE PARTS WHICH STAY IN THE AREA ARE WASHED BY HAND. THEY THEN INSPECT THE PARTS, THE GOOD PARTS ARE PUT BACK INTO THE SYSTEM. THE REST OF THE PARTS ARE THEN ROUTED THROUGH THE CORRECT WCD'S FOR REPAIR.

ONCE ALL OF THE PARTS HAVE BEEN THROUGH ALL OF THE REQUIRED RCC'S AND ARE BACK INTO SERVICEABLE CONDITION, THEY ARE THEN ROUTED BACK TO THE C-5 AREA FOR ASSEMBLY.

THE OPERATOR MUST FIRST GO THROUGH AND CHECK ALL OF THE PARTS TO INSURE THAT THEY CAN BE ASSEMBLED PROPERLY. HE CHECKS FOR NICKS AND BURRS, AND THAT ALL REQUIRED SURFACES ARE FREE OF FOREIGN MATERIALS AND THAT THE PLATING IS ONLY IN REQUIRED AREAS. WITH OUT OUR RUNS. ONCE THIS TASK IS COMPLETED HE IS READY FOR THE ASSEMBLY PROCESS.

TO REASSEMBLE THE UNIT THE OPERATOR FOLLOWS THE FOLLOWING PROCESS.

- A - GATHERS COMPONENTS FOR HIGH PRESSURE PISTON ASSEMBLY AND THEN ASSEMBLE THE UNIT.
- B - TEST THE HIGH PRESSURE PISTON ASSEMBLY

- C- PREASSEMBLE THE OUTER CYLINDER AND PISTON AXLE ASSEMBLY. ASSEMBLE EXTERNAL PARTS TO THE OUTER CYLINDER.
- D- INSTALL THE HIGH PRESSURE PISTON ASSEMBLY INTO THE PISTON AXLE ASSEMBLY
- E. BUILD UP PISTON AXLE ASSEMBLY O.D.
- F INSTALL PISTON AXLE ASSEMBLY INTO OUTER ASSEMBLY AND TEST.
- G DRAIN AND TOUCH UP PAINT
- H FINAL ACCEPTANCE
- I SNIP.

WHILE TALKING TO THE MECHANIC WHO HAS THE RESPONSIBILITY FOR T C S NOSE GEAR, HE INFORMED ME OF SOME OF THE PROBLEM WHICH HE ENCOUNTERS WHILE ASSEMBLING THE GEAR.

1 - THERE IS A PROBLEM WITH THE ASSEMBLY OF AN OLD BOLT AND A NEW PART TOGETHER. THE OLD BOLT COULD BE PLATED TO ITS MAXIMUM TOLERANCE AND THE NEW PART'S HOLE COULD BE AT MINIMUM TOLERANCE. WHEN THIS OCCURS THEY CAN HAVE A VERY TIGHT FIT. IN SOME APPLICATIONS THIS IS NOT DESIRABLE AND HE HAS TO SORT THROUGH HIS INVENTORY OF BOLTS UNTILL HE FINDS ONE THAT WILL ALLOW THE PART TO FUNCTION CORRECTLY.

2. WHEN THE LOWER CAM ASSEMBLY COME BACK TO THE C-5 AREA THE PARTS HAVE A VERY RUFF FINISH. THIS MEANS IT HAS TO BE SANDED SMOOTH SO THAT IT WILL SLIDE INTO THE NOSE GEAR.

3- WHEN THE UPPER CAM COMES DOWN IF IT HAS
BURRS ON IT AT ALL, IT MUST BE DEBURRED
BY HAND. IF THE PART HAS TO BE REALIGNED
AND THE PART IS NOT PROPERLY MASKED, UPON
ITS RETURN TO THE CS AREA THE OPERATOR WOULD
HAVE TO REMOVE THE EXCESS BY HAND.

FROM WHAT I HAVE SEEN THEY NEED BETTER
COMMUNICATIONS AND TRAINING. IF THEY HAD
BETTER COMMUNICATIONS WITH THE OTHER RCC'S
THEY COULD RESOLVE A LOT OF THEIR
PROBLEMS. THIS WOULD ENABLE THEM TO
COME UP WITH SOLUTIONS WHERE EVERY ONE
WOULD BENEFIT. I FEEL THIS WOULD BE
A BENEFIT TO ALL OF THE RCC'S

4. WHEN THE UPPER CONTROL ARM COME TO ASSEMBLE ALL OF THE BUSHINGS MUST BE CLEANED AND ALL OF THE PASSAGE CLEARED. HERE YOU NEED BETTER COMMUNICATION WITH THE OTHER REL'S. I FEEL THAT THAT NOT EVERY ONE KNOWS WHAT IS REQUIRED TO PRODUCE AN ACCEPTABLE PART. ~~END~~

5. THEY HAVE PROBLEMS WITH THE OUTER CYLINDER THERE IS OFTEN PLATING ON THE INSIDE OF THIS CYLINDER. IF THIS IS NOT REMOVED THERE IS A LEAK. I FEEL THAT IF THE TWO RELS HAD BETTER COMMUNICATIONS AND WOULD WORK TOGETHER THEY COULD ELIMINATE THEIR PROBLEMS.

MOST ALL OF THE PROBLEMS WHICH THE OPERATOR TOLD ME ABOUT AND SHOWED ME THE PARTS COULD BE ELIMINATED IF ALL THE RELS WOULD WORK TOGETHER. I WOULD ALSO HELP IF THERE WAS ONE PERSON RESPONSIBLE FOR THE COMPLETE OPERATION, INCLUDING THE COUNT AT THE END OF THE QUARTER

AFTER TALKING TO THE MECHANICS, WITH THEIR
HELP WE CAME UP WITH A DOCUMENT WHICH
REPRESENTS A MORE REALISTIC PICTURE OF
WHAT THEY ARE ACTUALLY DOING.

NLG STRUT DISASSY

- 5 REMOVE STRUT FROM SHIPPING CRATE AND PLACE IN NLG STAND AND DRAIN HYD. FLUID FROM UPPER CHAMBER
- 10 REMOVE AND DISASSEMBLE AXLE NUTS, AXLE SPACER, AXLE SPACER, AXLE ADAPTERS AND AXLE SLEEVES. REMOVE AND DISASSEMBLE UPPER AND LOWER TORQUE ARMS.
- 15 REMOVE RETRACT ARM ATTACH BOLTS. REMOVE AND DISASSEMBLE RETRACT ARM. REMOVE DUST COVER FROM TRUCTIONS
- 20 REMOVE NUT FROM TOP OF OUTER CYLINDER AND PUSH DRIFICE TUBE INSIDE OUTER CYLINDER. UNSCREW PARKING NUT FROM OUTER CYLINDER AND SEPARATE
- 25 REMOVE AND DISASSEMBLE SPACER ASSY. REMOVE STEERING COLLAR ASSY REMOVE THE FIBER LINED BUSHING FROM THE COLLAR I.D.
- 30 REMOVE TRUCTION PINS FROM OUTER CYLINDER REMOVE OUTER CYL. FROM STANDS AND PLACE IN A "V" CART REMOVE TRUCTION BUSHINGS.
- 35 REMOVE DRIFICE SUPPORT TUBE FROM PISTON AXLE ASSY. DISASSEMBLE O.D. AND I.D. OF PISTON AXLE. REMOVE AND DISASSEMBLE HIGH PRESSURE PISTON
- 40 DISASSEMBLE UP LOCK ROLLER ASSY. REMOVE FIBER LINED BUSHINGS AND WIRE TO PISTON AXLE IF NOT DAMAGED. PLACE ALL SMALL PARTS IN CLEANING BASKETS SEP. STEEL FROM ALUM.
- 45 CLEAN PARTS BY HAND WASH AND VISUALLY INSPECT ALL COMPONENTS BEING STORED FOR REUSE AND SERVICEABILITY BEFORE STORING
- 50 FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETION AND ACCURACY
- 55 FINAL VISUAL PRODUCT INSPECTION

STRUT ASSY
YUKE PRE ASSY

15 PLACE YOKE UPSIDE DOWN IN YUKE FIXTURE AND INSTALL
"C" RING AND THRUST WASHER ENVIRONMENTAL

20 INSTALL BALL SCREWS IN SPROCKETS. PLACE THRUST BEARINGS,
RADIAL BEARING AND RETAINERS INTO THE BALLSCREW BOLE
ALONG WITH COMPLETE BALL SCREW / SPROCKET ASSY

NOTE MUST SET FOR 24 HRS

PRE-ASSEMBLY

- 25 PLACE YOKE ASSY IN PREASST STAGE AND INSTALL OUTER CYL. AND SELECT INSERT ACCORDING TO PROPER CONFIGURATION
- 30A BUILD UP POSITIONING COLLAR WITH BRACKETS LOCK CYLINDERS, FITTING & HYDRAULIC LINES.
- 30B INSTALL CENTER LENSOR, TARGET & BRACKETS. SEAL THRUST WASHER. INSTALL PLUGS SEAL INSERT, SEAL SENSOR BRACKET.
- 30C INSTALL ANCHOR SHAFTS AND FITTINGS. INSTALL BULKHEAD BRACKETS & FITTINGS
- 30D INSTALL BRAKE LINES AND CROSSWIND TUBING FRONT BRACKETS
- 30E BUILD UP ROTATION MANIFOLD WITH ALL THE FITTINGS. BUILD UP CROSSWIND MANIFOLD WITH ALL FITTINGS. INSTALL MANIFOLDS BUILD UP ALL LINES OF FRONT OF GEAR
- 35 INSTALL CROSSWIND CYLINDERS. ANTI ROTATION BOLTS AND APEX SHAFT. INSTALL LINEAR SHUT OFF VALVES, FITTINGS AND HYDRAULIC TUBING. FLEX LINE
- 36 INSTALL CHAIN DRIVE, CHAINS AND SET CHAIN TENSION GREASE GEARS, OIL CHAIN AND INSTALL CHAIN COVER AND BRACKETS BUILD UP KNEELING SYSTEM WITH GEAR BOX HYDRAULIC MOTOR BRAKE AND FITTINGS AND INSTALL ON LANDING GEARS. BUILD UP KNEELING AND UNKNEELING SYSTEM HYDRAULIC DRIVE LINES AND INSTALL ON GEAR
- 40 INSTALL NORMAL AND EMERGENCY ROTATION CYLINDERS, HARDWARE, FITTINGS AND FLEX HYDRAULIC LINES
- 41 COMPLETELY INSTALL ELECTRICAL HARNESS ASSY, INCLUDES CRIMPING TERMINALS, CONNECTING TERMINALS, INSTALLING SWITCHES, ROUTING CONDUITS AND DO PRE-ASSEMBLY TESTING
- 45 TORQUE ALL HYDRAULIC LINES, FITTINGS AND TUBING IAW TORQUE VALUE TABLE ON PAGE 9-4 IN T.O. 451-93-3

MAIN LIFTING GEAR
FINAL ASSEMBLY

- 50 MOVE STRUT INTO TEST STAND AND SECURE IT. CLEAN I.D. OF OUTER CYLINDER TO REMOVE ANY AND ALL FOREIGN MATERIAL OR TO ASSEMBLE OR CLOSE
- 55 + 60 ASSEMBLE ALL ITEMS REQUIRED TO BUILD UP THE O. D. OF THE PISTON SUB ASSY (INNER CYL.) INSTALL SPLIED TUBE ASSY.
- INSURE THAT ALL ALIGNING MARKS ON ALL ITEMS ARE PROPERLY ALIGNED. INSURE THAT ALL TABS ARE LOCKED PROPERLY
- 65 GREASE I.D. OF OUTER AND UPPER AND LOWER BEARINGS AND INSTALL PISTON SUBASSY IN OUTER CYLINDER AND LOCK IN PLACE
- 70 INSTALL ALL ITEMS USED TO BUILD UP THE TOP END. FILL UPPER CHAMBER WITH 13 +/- GALS OF HYD FLUID. STROKE STRUT TO REMOVE TRAPPED AIR.
- 75 CHARGE STRUT WITH 2500 +/- P.S.I IN. LOWER CHAMBER AND 475 +/- IN. UPPER CHAMBER ALL PRESSURE TO STABILIZE APP ROX 30. MIN.
- 80 USING A TOTALIZING VESSEL AT LOWER CHAMBER ALLOWABLE LEAKAGE IS 100 CC IN 1 HOUR WITH A PRESSURE GAUGE. THERE SHALL BE NO LOSS / GAIN FROM UPPER CHAMBER FOR 1. HOUR.
- 85 CYCLE CROSSWIND CYLINDERS 25 TIMES AT 3000 P.S.I AND CHECK ALL HYDRAULIC LINES AND TUBES THERE SHALL BE NO LEAKAGE AT ANY CONNECTION
- 90 CYCLE STRUT 25 TIMES AT 300 P.S.I. TO CHARGE ALL HYDRAULIC LINES AND CYLINDERS. PERFORM LOW PRESSURE ROTATION TEST AND RECORD PRESSURES

95

CHECK AND SET THE INNER LOCK SYSTEM SET AND CHECK
BALL SCREW RIGGING AND SAFETY WIRE DOG STOPS AND HEX NUTS

100

INSTALL FLUID TRANSFER HOUSING IN FLIGHT BRAKE SYSTEM
ROLL PIN ASSY, SIDE BRAKES, RETRACT ARM & TRANSMISSION PIN

101

INSTALL AND WIRE CANNON PLUGS. REMOVE WIT FROM STATION

105

CLEAN OFF ALL EXCESS GREASE, OIL AND DIRT FROM ENTIRE
STRUT, DECAL AND TOUCH UP PAINT AS REQUIRED

110

INSPECT STRUT ALL OVER FOR RUBBING AND CRACKS HYD.
LINES. WRAP AND PROTECT ELECTRICAL CANNON PLUGS

115

FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR
COMPLETENESS AND ACCURACY OF ALL PRECEDING
OPERATIONS THIS 953

120

FINAL PRODUCT VISUAL INSPECTION AND PLACE IN BOX

BOGIE BEAM ISSY

- 15 PRE-ASSEMBLY CHECK. INSURE THAT ALL GREASE FITTINGS ON CENTER BEAM ARE ABLE TO TAKE GREASE
- 20 CLEAN EXCESS PAINT FROM FWD AXLE SO AXLE SLIDES FREELY INTO POSITION ON CENTER BEAM. BUILD UP FRONT AXLES
- 21 INSTALL BRAKE COLLAR, PITCH COLLAR SAFETY STOP FITTING SAFETY STOP AND PITCH STOP
- 22 REAM BOLT HOLES AND CLEAN FLANGES
- 25 BUILD UP BOLTS, RECESSED AND FLAT WASHERS AND INSTALL. APPLY GRAPHITE TO BOLTS & APPLY SEALER
- 30 ATTACH AFT AXLES BOTH SIDES
- 35 CHECK GUIDEDON PIN TO ASSURE GREASE FITTING MODIFICATION HAS BEEN ACCOMPLISHED. CHECK GUIDEDON ATTACH BUSHINGS FOR PROPER ALIGNMENT OF GREASE ZERKS
- 40 ATTACH GUIDEDON PIN TO CENTER BEAM. CONNECT COMPENSATOR LINK TO FWD AXLE AND GUIDEDON PIN.
- 45 BUILD UP TRACK ROLLER BRACKET AND LOCK ROLLER FITTING. INSURE THAT SPACER PINGS ARE ATTACHED BEFORE CRATING
- 50 TORQUE ALL BOLTS PER SPEC
- 55 TOUCH UP PAINT AND MAKE DECAL
- 60 FINAL ACCEPTANCE FOR ALL PAPER WORK
- 65 SET BOGIE IN CRATE

BOGIE BEAM DISASSEMBLY

- 5 REMOVE BEAM FROM SHIPPING CRATE AND PLACE IN DISASSEMBLY STAND
- 10 REMOVE AXLE SPACERS BRAKE COLLAR, BOGIE PITCH COLLAR, SAFETY STOP FITTING, AND SAFETY STOP FROM FWD AXLE. ATTACH WORK CONTROL DOCUMENTS AND ROUTE
- 15 REMOVE COMPENSATOR LINK, ATTACH BOLTS AND LINK. REMOVE GUDECOX PIN ASSY FROM CENTER BEAM. ATTACH WORK CONTROL DOCUMENT AND ROUTE.
- 20 REMOVE ALL ATTACHING HARDWARE AND FITTINGS. REMOVE BRACKETS AND CLIPS FROM FWD AXLE. REMOVE FWD AXLE ATTACH WORK CONTROL DOCUMENTS AND ROUTE.
- 25 REMOVE AFT AXLE ATTACH BOLT, WASHERS AND NUTS. REMOVE AFT AXLES AND ATTACH WORK CONTROL DOCUMENT AND ROUTE
- 30 LIFT BOGIE CENTER BEAM FROM BOGIE STAND RAISE TO THE VERTICAL POSITION TO REMOVE ALL LOOSE MATERIAL FROM INTERIOR ATTACH WORK CONTROL DOCUMENT AND ROUTE
- 35 DISASSEMBLE TRACT ROLLER BRACKET AND LOCK ROLLER FITTING, REMOVE ALL PINS AND BUSHINGS. ATTACH WORK CONTROL DOCUMENTS AND ROUTE
- 40 HAND WASH THE PARTS WHICH STAY IN THE AREA. SORT THEM OUT FOR MIC AND DISCARD THE BAD PARTS

SOME OF THE PROBLEMS THAT WERE BROUGHT TO MY ATTENTION BY MANAGEMENT WERE:

1. SCHEDULING SHOULD GO TO THE MEETINGS WITH PRODUCTION. THIS WOULD MAKE IT SO EVERY ONE WAS WORKING ON THE SAME NOT SHEET.

2. WHEN THE OVER HEAD CRANE ARE TAKEN OUT OF SERVICE BY CE FOR THEIR YEARLY REPAIR IT TAKE THEM THREE DAY TO COMPLETE THIS OPERATION. THEY ONLY WORK DAYS. IT WAS SUGGESTED THAT A MOA (MEMORANDUM OF AGREEMENT) FOR AROUND THE CLOCK SUPPORT UNTILL THE P.M IS COMPLETED. THIS WOULD MINIMIZE THE AMOUNT OF DOWN TIME INCURRED BY THE PRODUCTION FLOOR.

3. PARTS SHORTAGE.

THEY NEED A BETTER TRACKING AND SCHEDULING SYSTEM. THERE IS A MAJOR PROBLEM WITH GETTING THE PARTS TO ASSEMBLY ON TIME. THEY TOLD ME ABOUT A SYSTEM THAT THEY USE TO HAVE CALLED M.J.T. IT WORKED VERY WELL UNTILL THEY STARTED TO PULL THE PEOPLE OFF OF THE SYSTEM AND PUT THEM TO WORK ON THE PRODUCTION LINE.

WHEN YOU DO NOT HAVE PEOPLE TO INPUT THE DATA INTO THE SYSTEM, THE SYSTEM CEASES TO FUNCTION. YOU MUST BE DEDICATED TO THE SYSTEM YOU INSTALL TO INSURE THAT IT WILL BE SUCCESSFUL.

IN TRACKING THE CS PARTS. ONCE THE PARTS HAVE GONE THROUGH THE OVEN THE PERSONNEL REMOVING THE PARTS DO NOT KNOW ALL OF THE DIFFERENT PARTS THAT COME THROUGH THEIR AREA. THEREFORE YOU ARE RUNNING A GOOD POSSIBILITY OF NOT GETTING THE CORRECT PAPER WORK WITH THE PART.

Information Source List.

13

struts -

Phone
#

Bob Willbanks - strut Assembly

-2797

Nathan Hawkes - strut test

-2797

Dave Bennion - strut supervisor

-2797

[Handwritten mark]

Brakes

Vern Martinez -2797 - Resin Impregnation, Brake Housing Insp.

Pat Alexandre -2797 - Brake Assembly and test.

Elmo Beaver (Beaver) - Brake plate riveting
2797

Ruth Love 2797 - Brake cylinders and adjusters

Max Bates 2797 Brake supervisor

Information Source List

2/3

Wheels

Jess Murray - 2797 - wheel race installation
Brent Sanders - 2797 - wheel balance
charlie Fowers - 2797 - wheel Assembly
Bob Berger - 2797 - wheels supervisor.

Paint

Willey Gutierrez - wheel and brake paint
Dave trujillo - 2797 - wheel touch up & strut paint.
John Cole - 2797 - strut prepaint
Ron Klien - 2797 - Paint supervisor

Information Source List

3/3

Scheduling

Leonard Pott - 7146

- strut scheduling

Jim Colvin - 7147

- wheel & brake sched.

Planners

Larry Price - 3255

- MRP II data.

Maintenance

GARRY Watson - 2744

- Scheduled and
Unscheduled Maintenance

RCC - MANTGP - Strut Assembly

Function: Assembly of Landing struts

Workload: Workload does surge from ~~Quarter to Quarter~~ beginning to end of each Quarter. Surge is attributed to parts ^{flow} received from ~~the~~ backshops

Mechanics work on individual strut assemblies from start to finish. ~~A few~~ There is a dedicated test mechanic for testing. Some mechanics prefer to test their own assemblies. If part fails, assembly goes back to original mechanic. If mechanic goes on vacation, assembly waits for mechanic to return. Assembly time ranges from 3 to 12 hrs per assembly.

~~Foreman, Dave Bennion, felt that the number of mechanics (16) is adequate for the current workload~~

Process: This group assembles 30 to 35 unique strut assemblies. The mechanics are cross trained to work on all strut assemblies. Some mechanics prefer certain assemblies, however, each has been or is in the process of being trained on each assembly.

manpower: Foreman, Dave Bennion, feels that the number of ~~employee~~ mechanics ⁽¹⁶⁾ is adequate for the current workload. The mechanics work a day shift only. ~~It is in gen~~ The mechanics feel that they do not have enough training. They would like to see a formal training program.

The mechanics must be "certified" to work on a particular strut by himself. The "certification" is ~~based~~ upon the foreman's impression of the ability of that particular ~~mechanic~~ mechanic.

There is no formal "Certification" process. As far as I was able to discern the ~~training~~ ^{training} process consists of working along side a mechanic that has experience with that assembly for 2 weeks then the ~~apprentice~~ inexperienced mechanic is on his own.

Equipment: The assembly area does not have a lot of specialized equipment other than specialized assembly tools. In general the equipment consists of a vice stands, work bench and jib crane for each mechanics position. This equipment is very robust and is not prone to breakdown.

Engineering Support: Response time of engineers when requested by shop ~~person~~ people is excessive. The response time is on the order of 2 days, ~~before arrival on site~~ sometimes longer. The Assembly is pushed off to the side until arrival of engineer. Mechanic does work on another assembly ~~unit~~ in meantime. Engineering responsibility is determined by product line/weapon system.

~~Perceived Problem Areas~~ 1) Flow of parts from backshops

Documentation is sometimes inadequate. T.O's (technical orders) are very vague and need to be expanded in much greater detail. Example: T.O. for B-52 Tip Gear says "Assemble in opposite order as ~~disassembly~~ ~~etc~~ except for the following Notes". Documentation is also outdated in some cases. Part numbers have been changed and the T.O. had not been updated.

Perceived Problem areas:

1.) Parts from backshops

a. flow

lack of ~~parts~~ available parts on work ~~shop~~ floor is a problem to completing jobs on time. ~~flow~~
~~of parts from backshop~~ Parts coming from backshop do not arrive ~~at~~ in time for scheduled build.

b. Quality

many times when the Mechanic Mechanic ~~FE-~~ tries to assemble the parts, the parts do not fit together (i.e. inner to outer cylinder interference, Brackets, Bushings, etc.) The Mechanic then must rework the parts to make them fit. ~~The~~ The Mechanics generally do not take the parts back to the machine shop because of the time involved and the impact to his effectiveness (Did he meet his standard hours requirement) This is not the correct way to resolve the problem, yet it is how they resolve it.

2. Documentation inadequate and/or outdated.

Assembly documentation does not go into enough detail and/or uses incorrect part numbers.

3. Engineering response time

Excessive response time leads to assembly delays.

4. Environmental Factors

a. Temperature

During the summer months the temperatures on the ~~work~~ floor have approached 95-100°F. Productivity falls when it is uncomfortably hot.

b. Workspace

~~where~~ when parts are issued to the floor, the large parts are placed on carts, the smaller

Parts are placed in plastic bins ~~and the on that~~ are then placed on the carts. These carts are ~~then~~ rolled out onto the production floor. ~~the~~ Carts back up and take up floor space forcing the mechanics to work in cramped spaces. also, some work benches are placed close to roles forcing the mechanics to avoid pedestrians while working. The MIC department is responsible for issuing parts and is not supposed to issue kits until asked for. ~~but it~~ However kits are placed on the floor anyway

5. Training

lack of formal and IN-Depth training program on each assembly type

6. Tooling/tools suggestions

Several mechanics had ~~made~~ made tooling recommendations for special tools that would make their job easier and of higher quality. ~~Some~~ In some cases the suggestions were approved but never implemented. In other cases, No response was received at all. ~~All In All, Tool recommendations are~~

Potential Contacts

Lt Breeze	}	Product Line Engineers
Mr Greehill		
Swazee		
Zupich		

7. Insufficient lighting. Sometimes it is difficult to see small details that are critical to the assembly process. Improved (brighter) would help in this area.

Additional RLC Information:

Clarification on statement "If mechanic goes on vacation, Assembly waits for mechanic to return."

1. When a mechanic goes on vacation, the other mechanic do not want to work on his strut. The reasoning is that the mechanic who finishes the job does not want to be responsible for the previous mechanics work. This situation is not good because the unfinished strut occupies valuable space. Also, the unfinished strut represents money that is tied up. Shipping the strut would result in meeting negotiated workload and payment to the repair facility.

2. Mechanics training —
The strut assembly mechanics feel that they do not have enough training. Due to the wide variety of strut types, it is difficult to become familiar with the intricate details of each strut. Having an experienced mechanic (who is familiar with the strut being worked on) to guide the mechanic, who is not familiar with the strut, would be a good training process.

RCC - MANPGP - Strut test

Function: Testing of ~~fully~~ Fully and partially Assembled landing struts

Workload: The workload is the same as strut assembly with the exception ~~that the assem~~ of No missing parts. The work ^{is slack} ~~surges~~ at the beginning of the ~~Quarters~~ Quarters and ~~slack~~ Surges at the end of the Quarters.

Process: Testing entails ^{hydraulically} pressurizing the cylinders at low ~~pressure~~ and at high pressure. Each assembly has ~~its own~~ unique test requirements. ~~The General test requirement criterion is NO leakage~~ In General, the test criterion is No leakage.

Manpower: A mechanic has been dedicated for the test area. Some mechanics prefer to test their own assemblies. Training was not indicated as a problem in this area.

Equipment: The equipment is old and has had problems operating up to the testing requirements. ~~There~~ there are no safety interlocks and it is possible to ~~to~~ pressurize the cylinder to a high level before it is appropriate. The test Area equipment consists of 2 separate test stands. ~~A stand~~ A stand consists of a hydraulic pump and the associated supply lines, ~~Reservoirs~~, leading to a manifold arrangement that allows concurrent testing of multiple ~~units~~ Assemblies.

~~When the unit is ready to be tested, the pressurization rate is slow.~~

When the ~~test~~ unit is used to pressurize multiple units at one time the rate of pressurization is very slow. ~~The rate of~~ ~~pressure~~ The ~~speed of pumping~~

When the test unit is cold, achieving ultimate pressure is possible. As the unit warms up it becomes increasingly difficult to maintain the required ultimate pressure.

One of the test units pressurizes the missile erector test stand which is located approximately 100 ft from the pressurization unit. A significant pressure drop (≈ 1800 psi) ~~is~~ ~~is now measured~~ realized along this distance.

Engineering : None required except for test procedures
Support and requirements in Technical Orders (TO's)

The rate at which oil is pumped out of the cylinder ~~is~~ after testing is also slow.

Perceived Problem areas

1. Inability to reach desired pressure level (ultimate psi)
2. pressurization rate
3. pump out (scavenge) rate.

P10's

1. Modernized test stands.
 - a. higher capacity (ultimate pressure and flow rate)
 - b. automation - Automatic Test equipment
Computer controlled testing

advantages ~~thruput~~

 1. Safety -
 2. No operator error
 3. Speed - ~~thruput~~ thruput
2. Current test stand could be moved closer to and used exclusively for missile erector test stand. In area in case needed for backup.

RCC - MANPGP - Paint Area's

Function: Painting of strut, brake and wheel components.

Workload: Surge and slack at end and beginning of Quarters

Process: The painting area ^{area} consists of 4 sub area's

1. Strut Pre Assy
2. Strut Post Assy
3. wheels & brake pre Assy
4. wheels post Assy touch up

1. At strut pre assy paint, area's of the strut are painted that will be inaccessible after assembly. Examples of area's ~~are that~~ need to be painted prior to assembly are ~~inside of inner~~ the inside of the inner cylinder (Not in area exposed to hydraulic oil)

2. At strut post Assy paint, the ~~exterior~~ exterior non sealing or bearing cosmetic surfaces are painted. This is final paint for struts. This is the last operation prior to shipping.

3. At wheel and brake pre assy paint, wheels and brake are primed, and painted as required. ~~The flow process~~ ~~that this area is shown on the accompanying flow charts~~ The paint process is shown in the next chart the flow thru the various areas are shown on the ~~the~~ next few flow charts.

4. Wheel post assembly touch up is for touch up of scratches and Dings - Cosmetic only

This area is well thought out and appears to be run very efficiently

Manpower:

1. Strut Pre-Assy is ^{manned} ~~trained~~ with 1 person, day shift only.
2. Strut post Assembly is manned with 5 painters, Day shift only
3. Wheel and brake pre assembly paint is staffed with 3 people in day shift and 3 people during swing shift.
4. Wheel touch up, staffed by one person.

The supervisor, Ron Klien, felt that the current staffing was adequate.

Equipment: A lot of the paint booths have leaks and holes in the sides due to rust, corrosion or rotting. They have been patched as necessary. Some booths are on the verge of failure.

Paragraph → Preventive maintenance should be implemented. The wheel and brake and also the strut paint lines use the overhead conveyor system to move parts. The wheel and brake system ~~holds~~ conveyor system ~~holds~~ has ~~43~~ ⁴³ carriers. ~~later~~ If the parts are small 2 parts may be loaded per carrier. If the parts are large, only one part per carrier may be loaded. On the strut line, only 1 part is loaded per carrier due to part size.

The carrier on the wheel and brake line may be a limiting item. At times the paint operator can paint all of the items on the conveyor system and then has to wait for the paint to ~~dry~~ ~~before~~ dry/tack

1
before starting the next step. A second track or staging area would make it possible to load enough parts such that at ~~for~~ the completion of the first ~~the~~ step, the first parts would be ready for the ~~same~~ second step. (ie at completion of priming, the first items primed would be ready for 1st coat) This is effectively increasing the batch size.

The strut paint area has a ~~an~~ inoperable paint booth that been installed since December 1980 that has been waiting for Exhaust ductwork for 2 months. ~~The Completion of this booth would allow~~ Currently both the first and second coats of paint are applied in one booth. If the booth were completed the first coat could be applied in the first booth and the Finish Coat would be applied in the second booth allowing time for the first coat to tack. This would improve the Quality of the appearance by decreasing the Change of runs, ~~sage~~ Sags and "orange peel" defects. It would also allow ~~the~~ for a backup booth should the first one ~~breakdown~~ go down due to scheduled or unscheduled maintenance.

Engineering support:

The only engineering support needed in this area is the upgrading of the T.O.'s. ~~Over time~~ An Example of the change is switching to 2 part poly urethane paint. With this change and the corresponding change in paint thickness, different areas of the wheel needed to be masked. This information was communicated directly to the painters and has not been incorporated into the Technical Orders. I am sure other

discrepancies exist, this is one I know for sure.

Perceived problem areas

1. Strut paint area.

a) Paint booth down - all that remains to be done is the ductwork ~~out~~ to the outside environment. A small job that has not been completed.

b) Insufficient supply of paint. One of the major complaints in the paint area is "not enough paint". I believe ~~larger~~ larger amounts of paint should be stocked in order to reduce this problem. This along with monitoring the amount of paint used would go a long way in alleviating this problem.

c) lack of periodic maintenance on paint booths

2. wheels and brakes

a) supply of paint (same as b) above)

b) Overhead conveyor has limited capacity (in terms of Qty of items per load) (ie Batch size)
This item limits surge capacity of wheels and brakes

c) During cool weather, (ie winter time) parts are difficult to paint due to the temperature of the items being painted (ie parts). ~~A~~ ~~over~~ the useage of an oven would be beneficial during periods of cold. (The painters in the strut paint area also mentioned the difficulty in painting during cold weather.)

d) No formal training. No training on "proper" painting technique or for showing critical areas of each part that need to be or should not be painted.

e) T.O.'s not up to date.

● Process Improvement opportunities are those listed under "perceived problem areas."

(See previous page.)

Additional Comments

Paint area:

It appears that a large amount of paint is wasted during the paint processes. I think that it would be advantageous to use a process that does not waste as much paint. Perhaps an electrostatic paint process could be applied to the products painted at this facility. I do not have information, Nor do I have time to investigate, what the volume of paint usage and cost. Due to the large number of parts I would estimate the volume of paint usage to be quite high.

Wheel Assembly

Function: Assemble, paint and balance wheel assemblies

Workload: Workload varies from beginning to ~~the~~ end of Quarter. Slack to surge.

Process: The process is shown in the following flow chart. All wheels are ~~basically the~~ similar except for size and in a very small instance material. The basic procedure for assembly is the same.

Manpower: Currently, wheel assembly has 10 workers on the day shift only. ~~The~~ A swing shift has been run in the past. In talking with the people in the area, they felt that the staffing was acceptable as was the workspace.

Equipment: The equipment used in wheel assembly consists of 2 pieces. ~~2~~ One is an Oven used to heat the wheel half for heat/shrinking of the bearing race, the other is for static ~~or~~ or dynamic balancing. The equipment appears to be in good condition and ~~unscheduled~~ ^{preventive} maintenance reports show no downtime.

The balancing area has 2 balancing machines. One a static balancer, the other a dynamic balancer. They do not use the ~~static~~ dynamic balancer because of the sensitivity to vibration caused by forklifts, etc in the nearby isle. For the current flow the static balancer is sufficient.

A large amount of floor space is used up as a staging or storage area for wheels to be processed. This area could

be better ~~just~~ utilized as a production area. As a side note: a lot of area ~~is~~ is used as a storage. A lot of inner and outer cylinders are stored in front of the machine shop awaiting the machine shop or plating shop or wherever. Parts are backed up at the beginning of the assembly area. Large amounts of parts are stocked around the production floor.

Engineering Support: ~~not much is required in terms of engineering support in this area~~
 Engineering support deemed adequate by supervisor Bob Berger. Response time is on the order of 2-3 days.

Problem areas and Prio's

1. The limited painting capacity ~~is~~ ~~on~~ ~~one~~ of the wheel and brake paint area looks like the limiting item on the wheel assembly line.
- 2 Availability of parts was mentioned as a problem spot area. I suspect the problem to be in getting purchased item. ~~need to do further research.~~ Purchased items and item from the backshops are the problem. Getting them in time for the scheduled build is the problem.
- 3 lack of scheduling or visibility of parts in process. Parts do not arrive at the assembly area in the proper time frame for the scheduled build to take place. there needs to be some sort of scheduling system that initiates work a planned number of "flow days" ahead of the desired build day.

Brake Assembly

Function: Paint, Rivet, assemble and test brake components and assemblies

Workload: Workload goes up and down. ~~from~~ Usually slack at beginning of Quarter and surge at end of Quarter. This Quarter, 50% of the work is MISTR, 50% is Temporary Job.

Process: The assembly process is shown in the following flow chart. A wide ~~variety~~ variety exists in the numerous types of brakes assembled. Some have single rotors, some have multiple rotors, some have carbon rotor and some have special assembly characteristics.

Manpower: The brake assembly group is staffed with 17 people. This is adequate for the current workload. The group works the day shift only. ~~The mechanics that work in this area are all grade 9 mechanics~~

A large amount of the work is labor intensive and ~~is not well~~ cannot be adapted to mechanization Automation very easily. The assembly and Pinion/cylinder/adjuster ~~areas~~ Rework areas are the 2 most labor intensive areas

Equipment: The equipment used to fasten (Rivet) the suction pads and clips to the rotors or stators is generally outdated. The equipment still works but ~~must be~~ is generally older. Most of the equipment is dedicated to a particular brake type. A recent addition to the riveting area is a ~~new computer~~ computer controlled riveting machine.

The Computer controlled riveting machine consists of a controller, rotary table, ~~cross slide~~ single axis slide and a riveting head. Currently ~~the~~ fixturing exists for 2 brake types however ~~the~~ most all brake types could be adapted to this arrangement. This type of machine is very flexible and would ~~not~~ lend itself well to the smaller batch jobs that are being requested by scheduling. Additional tooling development needs to happen before this machine can be used to its full ~~potential~~ potential.

In the ~~assembly area~~ ~~per~~ final assembly area not much ~~equipment~~ formal equipment is used. Most of the assembly process is done by hand. The only piece of equipment used is the test stand which is essentially a Hydraulic power supply.

Engineering Support: Engineering response is good, response is usually 2-3 days. If a line stopper, Engineer response is quicker.

perceived problem areas and Pios (Brakes)

3

1. Paint line. the limited painting capacity of the wheel and brake ^{paint} line is a limiting item. This line carries a maximum of 43 parts per batch and usually runs 4 batches a day, (2 day shift / 2 swing shift, ~~if the need if a lot of parts we are there~~) This item limits the surge capacity of the brake line.

2. Parts received from backshop in time to support planned build schedule. ~~One~~ lack of ability to plan and schedule parts flow to support the planned build schedule impacts the ability of the assembly area to meet the schedule requirements

3. Limited plate straightening capacity. Part of the brake rebuilding process ~~that~~ involves straighten of the brake plates. the brake plates are straightened by stacking the plates in a furnace ~~and~~ placing a weight on top and heating. This flattens out the plates. This takes place in the welding shop. I understand that there are 3 or 4 furnaces. I have not actually seen these items. I will investigate capacity when completing operation profiles.

4. Environmental Conditions

a. lighting - ~~The~~ In the assembly area it is sometimes difficult to see small details. Improved lighting would make these details easier to see.

b. Temperature - due to the close proximity of the assembly area to the loading dock, it gets cold during the winter months. ~~Shielding across the ~~to~~ opening or doors would be an improvement~~

Scheduling

Function: schedule the orderly inductions and shipments of End items. End items may consist of struts, wheels, brake or components of these.

Manpower: The scheduling department consists of master schedulers and floor schedulers. The master scheduler give the floor schedulers the weekly build schedule and the floor scheduler work with the line supervisors to try and accomplish this schedule. The floor scheduler goes to the appropriate backshop and "pushes" for the work to support ~~their~~^{these} lines.

Problem area's

~~From the time parts come in the door~~

1. Parts tracking

Once the parts are taken apart at disassembly ~~is~~ there is no system for tracking the parts thru the repair process. There is ~~no~~ No way to determine how many of each particular part are in each area. This makes it very hard to schedule work such that all of the necessary parts arrive at assembly at the same (or close to the same) time such that assembly can take place. I understand MRP II is supposed to handle this as well as additional items. I also heard it is 2+ years away from being implemented. I believe that the sooner this is implemented the better off this repair facility would be.

2. I got the impression that the schedulers have no control over what jobs (parts) get worked in the backshops. I think that a priority system should be established to get the critical or "Hot" work completed first.

5. Handling Aid. - ~~When~~ ^{After} assembling the B-52 ~~main~~ brake it must be moved from the conveyor on the outside of the assembly area, to the conveyor feeding the test stand. ~~Currently it is moved using the overhead crane. Sometimes the overhead crane is being used by other people and is not available. The assembled brake weighs 270+ lbs and is awkward to handle.~~ Currently the parts are moved using the overhead crane, however, the crane is not always available for use.

Additional Comments: 6/30

Historical Information (ie WCD's) are not being retained and filed for any ~~pt~~ brake parts other than the brake housing. The WCD's are discarded after Riveting and/or Paint. The information lost by this practice includes inspection and repair data for rotors, stators, backing, plates, torque tubes, etc. Should a failure occur in one of these items, there is no way to check the previous processing of those parts.

Perhaps there is no requirement for this history! If that is the case, then why use this paperwork at all.

I believe that commercial aircraft manufacturers are required to keep all records, such as these, for a period of 3 years. However, that is a commercial company and not military.

Scheduling (continued)

I talked with Leonard Pitt (master scheduler). He mentioned that all the schedulers do not work under the same grouping or department. He said that there are 4 separate scheduling groups, master schedulers, schedulers that work ~~for~~ with the line supervisors, Floor Schedulers that supply the disassembly and machine shop area and mic schedulers. Each of these schedulers report to a different boss.

It seem to me that if these people have the responsibility of coordinating parts flow thru the facility, they should also report to a common leader. With people reporting to different supervisors I would think that there would be no one individual responsible for parts flow and that there must be a lot of duplication of effort.

In talking to the various groups, one of the most often mentioned problem areas were in getting parts. I think that anything that can be done to improve the planning and scheduling of parts flow thru the shop would improve the flow of end items out the door.

6/5/89 IE Assessment

Carbon brake rework Area.

Facility layout

The Carbon brake rework area is located in building 268. This area was once part of a Ammunition storage area. The rework area is housed in 3 large rooms. This area is under change and being expanded due to the large increase in expected workload.

Currently, Brakes are disassembled in building 507. then the plates are taken to building 268 for E&I. After E&I the plates are routed to Rivet Removal in building 268 or stored on ~~the~~ a shelf if no rework is necessary. After rivet removal the plates go to building 507 for riveting or rivet tightening. after riveting the plates go back to building 268 for stacking and then back to 507. This totals 4 trips made and forth.

I suggest that the riveting equipment for the F-15 and F-16 plates should be moved into building #268 to reduce the number of trips that the plates make between buildings.

Equipment

The carbon brake area needs to be better equipped in terms of measuring equipment.

In the E&I area there is one (1) micrometer and two (2) pairs of dial calipers.

Lack of tooling/equipment was mentioned as the largest item prohibiting maximum output. For such small items to slow production is a shame.

The area need more precision measuring equipment such as ~~wide~~ wide flange micrometers and possibly deep throated micrometers for measuring close to the I.D. of the brake plate.

Work Force

Until recently this area has been staffed by (2) two mechanics. 3 men were borrowed from other RCC's to meet labor demands ~~placed~~ due to temporary jobs. This area is currently gearing up for an increase in production. As of today (6/5/89) six (6) mechanics and two (2) machinists work in this area.

Repair Work Technology

Conventional measuring equipment and machines are used in the repair process.

Although I do not have experience with expert systems, I believe that such a system could be implemented to automate the brake stacking / selection rebuilding process. An Expert System is essentially a database information system. All information about the brake plates are stored and when the proper combination of plates is found or formed, the computer would print a list of what plates compose each heat stack.

Pio's

6/12/89

Carbon preke processing

Facility layout ~~and~~ i.e. plate handling and repair
measuring equipment -

Repair equipment -

Engineering logic behind rebuild process.

Handling to and from buildings → 507 to 268 -

List

507 to 268 - tear down to E&I

268 to 507 - Repair of rivets & channels

507 to 268 - Heat stack assembly

268 to 507 - Shipment.

worn plates

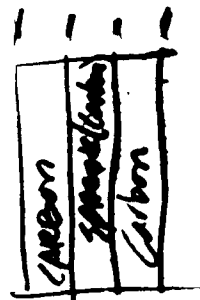
1. derived
2. Grind flat
3. match to form set.



Chuck
YK10

88

Will



WCD History (WCD PROGRAM)

WCD # 21103A' - 88237 is 'A' to distinguish it from WCD 21103N - 88237 because of the difference in steps.

21103A' does not have step # 124

21103N does not have step # 008

Neither of these WCD's have both steps (124 + 8)

This has occurred in the case of one other WCD and to resolve that, the Master was changed to include the extra step required. That step was entered when needed and the date of the previous step was entered otherwise, according to the WCD

WCD # 16102A - 88063 is similar to 16102N - 88063 with the exception of 16102A does not contain steps 005 and 007.

TO: _____ DATE: _____

FROM: STRUTS History

36504A is similar to 36504N
(Date 88048) except it is missing
step 145 and has step 151 added.

15501A is similar to 15501N
(Date 87337) except it has step
490 added.

36014A is similar to 36014N
except it has step 150 added (Date 88167)

MCDONNELL DOUGLAS



CORPORATION

SUPPORTING
DATA FOR
THE BRAKE
FOCUS STUDY

SUPPORTING DATA FOR COST BENEFIT ANALYSIS

ASSEMBLY QUANTITY, /YR	LABOR HOUR/ASSEMBLY	TOTAL HOURS	LABOR RATE	COST /YEAR
411	29.7	12,206.70	\$ 31.98	\$ 390,370
119	3.52	430.8	\$ 31.98	12,077
<u>530</u>		<u>12,637.50</u>		<u>\$ 404,147</u>
TOTAL ASSEMBLIES		TOTAL LABOR HOURS		TOTAL ANNUAL LABOR COST

AVERAGE LABOR /ASSEMBLY =
 $\$ 404,147 \text{ Total B52 LABOR COST} / 530 \text{ ASSEMBLIES} = 762.54/\text{ASS}$

APPROXIMATE ROTOR COST /ASSEMBLY =

$\$ 138.48/\text{ROTOR} \times 4 \text{ ROTORS/ASSEMBLY} =$

$\$ 553.92/\text{ASSY}$

APPROXIMATE Disc COST /ASSEMBLY

$5.38/\text{DISC} \times 96 \text{ DISC/ASSEMBLY}$

MISCELLANEOUS MATERIAL (RIVETS ETC)

= 516.48

10% OF MATERIAL (WAG) COSTS

= 107.04

TOTAL B52 ANNUAL COSTS

LABOR	=	\$ 404,147
ROTORS = 552.92 x 530	=	293,578
DISCS = 516.48 x 530	=	273,734
MISCELLANEOUS = 107.04 x 530	=	56,731
B52 ANNUAL TOTAL COSTS =		1,028,190

PERCENTAGE OF COSTS FOR B-52 BRAKE ASSEMBLIES

LABOR & SUPPLIES = 404,147 / 1,028,190	=	38.31%
ROTORS 293,578 / 1,028,190	=	28.56%
DISC PARTS 273,734 / 1,028,190	=	26.63%
MISCELLANEOUS 56,731 / 1,028,190	=	5.52%

OTHER LARGE AIRCRAFT (KC-135, C-130, C-141) BRAKE ASSEMBLIES = 779

EXTRAPOLATED COSTS FOR OTHER LARGE BRAKE ASSEMBLIES

LABOR = 762.54 / ASSEMBLY x 779 ASSEMBLIES =	\$594,019
ROTORS = 553.92 / ASSEMBLY x 779 ASSEMBLIES =	431,504
DISCS = 516.48 / ASSEMBLY x 779 ASSEMBLIES =	402,338
MISC. = 107.04 / " x " " =	83,394
OTHER LARGE AIRCRAFT ANNUAL TOTAL COSTS =	\$1,511,245

SMALLER AIRCRAFT SUCH AS F-111 ETC = 587 ASSEMBLIES / YEAR

LABOR HOURS ARE BASED ON 3.62 HOURS / 29.7 HOUR = 12.2% OF
THE B-52 & LARGER AIRCRAFT

ROTORS ARE ONE PER ASSEMBLY INSTEAD OF FOUR = 25% OF
THE B-52 & LARGER AIRCRAFT

DISCS ARE BASED ON 1/6 OF THE COST OF B-52 OR LARGER
AIRCRAFT (WAG)

(6) CONTINUED

MISCELLANEOUS MATERIAL COST ARE BASED ON 10% OF THE COST OF ROTORS AND DISCS.

$$\text{LABOR} = 12.2\% \times 762.54/\text{B-52 ASSY} = 93.03/\text{SMALLER AIRCRAFT ASSY} \times 587 \text{ ASSY} = \$54,609$$

$$\text{ROTORS} = 25\% \times 553.92/\text{B-52 ASSY} = 138.48/\text{SMALLER AIRCRAFT ASSY} \times 587 \text{ ASSY} = \$81,288$$

$$\text{DISCS} = 16.7\% \times 516.48/\text{B-52 ASSY} = 86.25/\text{SMALLER AIRCRAFT ASSY} \times 587 \text{ ASSY} = \$50,630$$

$$\text{MISC. MAT'L} = 10\% \text{ OF } 224.73 (138.48 + 86.25) = 22.47/\text{SMALLER AIRCRAFT ASSY} \times 587 \text{ ASSY} = \$13,190$$

$$\text{SMALLER AIRCRAFT TOTAL ANNUAL COST APPROX.} = \$199,717$$

THE SMALLER AIRCRAFT COST ARE ONLY FOR SOME MEASURE OF COST COMPARISONS AND ARE LIKELY A CONSERVATIVE APPROXIMATION BUT ARE COMPARABLE TO MANY LIGHT AIRCRAFT.

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SA1311CE

This certificate, issued to Engineering Plating & Processing, Inc.
641 Southwest Boulevard
Kansas City, KS 66103

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product — Type Certificate Number: 3A12

Make: Cessna Aircraft Company

Model: 172F, G, H, I, K and L

Description of Type Design Change:

Chrome-plated brake disc installation per E.P.&P., Inc., Drawings -26A EPP, Rev. III, for the Models F through K and -40 EPP for the Model L, or later FAA approved revisions, on Cleveland Wheel Assemblies 40-97 and 40-113, respectively.

Limitations and Conditions:

1. This approval should not be extended to other specific airplanes of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that airplane. 2. Approval of this STC is not authority to produce parts.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: November 26, 1976

Date issued:

Date of issuance: June 20, 1977

Date amended: August 19, 1977



By direction of the Administrator

Robert W. Stephens
(Signature)

ROBERT W. STEPHENS

Chief, Wichita Eng. & Mfg. District Office
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

Die Finishing

541

1141 SOUTHWEST BLVD.

KANSAS CITY, KANSAS 66103

PHONE 913 - 721-2208

June 13, 1974

McCauley Aviation, Inc.
Rt. # 3 - Box 62
Pine Bluff, Arkansas 71601

Attention: Mr. Bill DeKaine.

Re: Cleveland Air Brake Discs.

Dear Bill,

Enclosed are copies of our print containing information on all repair procedures involved in reconditioning P/N 164-1 & 9 and 164-20 brake discs.

Mr. Richard Yotter, District 45, Engineering and Maintenance group of the FAA in Kansas City, Kansas, witnessed the simulated torque tests. He also checked our print and made some recommendations which have been included and dated 5-14-74.

I checked with Mr. Yotter, via phone, on June 13, 1974 and he indicated our tests were satisfactory and we should proceed with the program.

This letter of transmittal, and enclosed prints, will now provide you with enough information and data to proceed with whatever ground tests may be required there at your facilities, in conjunction with Mr. Ligon's recommendations.

Mr. Yotter was very helpful in getting our tests concluded and his assistance is greatly appreciated.

When ground tests are run, I would like to be present, if time permits, in order to further acquaint myself with the project. However, I leave it to your discretion as to whether or not I should be present.

I am attaching a table which shows the conditions of tests run with relative torques and pressures. About 8 torque test series were run and the figures in the table were consistent with the preliminary tests run, so I can certify that the test figures are accurate.

Looks like we are getting close to production, finally.

Sincerely,

DIE FINISHING

R. E. Lee
R. E. Lee

REL:jhl
no.

Mr. Yotter

STC # SA1932 SW
Issued for Brake Disc
Repair 6/27/74

JOEL CHENNAULT

PARTS INVENTORY TO

SUPPORT THE BRAKE LINE

Item	Part Number	Stock Number	Name	MC UCL	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total Alloc	Total Short	Unit Price
766	9533766	1630-00-567-8134	SLEEVE, CYL.	DM	EA	5N1A	120		0			0	120	0	0.00
767	9533767	1630-00-570-7895	PISTON	DM	EA	5N1A	208		0			0	208	0	0.00
768	9533768	5360-00-053-4187	SPRING, RETURN	DM	EA	5N1A	486		0			0	486	0	0.00
769	9534405	5360-00-056-9958	SPRING, BRAKE RETURN	DM	EA	5N1A	24		0			0	24	0	0.00
770	9534407	1630-00-899-5761	GRIP TUBE	DM	EA	5N1A	419		0			0	419	0	0.00
771	9534609	5310-00-053-8945	NUT, RETURN SPRING	DM	EA	5N1A	176		0			0	176	0	0.00
772	9534661	4820-00-204-9596	VALVE HYD, BLEEDER	DM	EA	5N1A	0		0			0	0	0	0.00
773	9534665	NSL - - -	GASVET, INLET BLEEDER	DM	EA		0		0			0	0	0	0.00
774	9534666	NSL - - -	GASVET, INLET BUSHING	DM	EA		0		0			0	0	0	0.00
775	9535026	1630-00-814-7558	STATOR	DM	EA	SETUP	0		0			0	0	0	0.00
776	9535025	1630-00-907-2794	PISTON	DM	EA		0		0			0	0	0	0.00
777	9535029	1630-00-960-0529	PISTON	DM	EA		0		0			0	0	0	0.00
778	9535047	1630-00-885-0518	PISTON	DM	EA	SETUP	0		0			0	0	0	0.00
779	9535048	5376-00-097-6894	PISTON	DM	EA	1114A	418		0			0	418	0	0.00
780	953518-22	5340-01-119-1076	FLUID, FLUID PASSAGE	DM	EA		0		0			0	0	0	0.00
781	953518-24	5340-00-439-7298	FLUID, FLUID PASSAGE	DM	EA		0		0			0	0	0	0.00
782	9535219	1630-00-921-9727	CLIP, TORQUE TUBE	DM	EA		0		0			0	0	0	0.00
783	9535242	630-00-780-7606	BACKING PLATE SLABBY	DM	EA		0		0			0	0	0	0.00
784	9535343	1630-00-767-2575	PISTON	DM	EA		0		0			0	0	0	0.00
785	9535344	1630-00-927-5527	SLEEVE, CYL.	DM	EA		0		0			0	0	0	0.00
786	9535346	1630-00-103-7024	PRESSURE PLATE	DM	EA		0		0			0	0	0	0.00
787	9535347	1630-00-552-4768	STATOR	DM	EA		0		0			0	0	0	0.00
788	9535352	NSL - - -	HOUSING, BRAKE	DM	EA		0		0			0	0	0	0.00
789	9535354	1630-00-767-3166	HOUSING, RETURN SPRING	DM	EA		0		0			0	0	0	0.00
790	9535355	1630-00-021-5691	HOLDER, SPRING	DM	EA		0		0			0	0	0	0.00
791	9535363	1630-01-037-4960	GRIP TUBE ASSY	DM	EA	4L2B	100		0			0	100	0	0.00
792	9535372	1630-00-767-3330	TORQUE TUBE	DM	EA		0		0			0	0	0	0.00
793	9535376	1630-00-723-2530	GRIP TUBE ASSY	DM	EA		0		0			0	0	0	0.00
794	9535378	NSL - - -	HOUSING, SUBASSY, RE-	DM	EA	FR33-D	3		0			0	3	0	0.00
795	9535379	1630-00-856-2195	BACKING PLATE SUBASSY	DM	EA	FR16-B	12		0			0	12	0	0.00
796	9535383	1630-01-124-2873	HOUSING SUBASSY	DM	EA	SETUP	0		0			0	0	0	0.00
797	9535384	1630-00-847-3763	PISTON	DM	EA	1111F	12		0			0	12	0	0.00
798	9535385	1630-00-833-9627	INSULATOR, THERMAL	DM	EA	1111F	172		0			0	172	0	0.00
799	9535392	1630-00-856-2073	PRESSURE PLATE	DM	EA	SETUP	0		0			0	0	0	0.00
800	9535398	1630-00-870-3742	HOLDER, SPRING	DM	EA	212A	216		0			0	216	0	0.00
801	9535399	5630-00-957-8994	SPRING, RETURN	DM	EA	212A	50		0			0	50	0	0.00
802	9535361	1630-00-856-2122	GRIP TUBE SUBASSY	DM	EA	244C	200		0			0	200	0	0.00
803	9535375	5330-00-102-4363	PACKING, PISTON	DM	EA	1163A	0		0			0	0	0	0.00
804	9535365	NSL - - -	BUSHING, TORQUE ARM	DM	EA		0		0			0	0	0	0.00
805	9535395	1630-00-229-1544	PIN, WEAR, INDICATOR	DM	EA	11K2A	60		0			0	60	0	0.00
806	9535396	1630-00-244-4624	BUSHING, THREADED	DM	EA	11V2B	34		0			0	34	0	0.00
807	9535397	1630-00-068-2067	GRIP TUBE ASSY	DM	EA	161A	400		0			0	400	0	0.00
808	9535398	5310-00-864-7371E	WASHER, RECESSED	DM	EA	2H1A	72		0			0	72	0	0.00
809	9536112	5304-00-117-5913E	PIN, STRAIGHT HEAD	DM	EA	244B	249		0			0	249	0	0.00
810	9536122	1630-00-106-3311	LINING, PLATE	DM	EA		0		0			0	0	0	0.00
811	9536123	1630-00-113-2133	STATOR, PLATE SUBASSY	DM	EA	R816-B	0		0			0	0	0	0.00
812	9536203	1630-00-106-3310	HOUSING, RETURN SPRING	DM	EA	211A	168		0			0	168	0	0.00
813	9536204	1630-00-485-2744	STATOR, PISTON	DM	EA	1111F	74		0			0	74	0	0.00

Item	Part Number	Stock Number	Part Name	MC	UOI	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total	Alloc	Short	ERRC	Unit Price
814	9536307	1630-00-106-5794	INSULATOR, DISK	DM	EA	244A	50							110	0	0		0.00
815	9536308	1630-00-106-6793	PISTON	DM	EA	241A	100							0	0	0		0.00
816	9540277	NSL - - -	HOUSING, BRASS	DM	EA		3							0	0	0		0.00
817	9541989	1630-00-567-8169	TORQUE TUBE	DM	EA	4829-B	39							0	0	0		0.00
819	9542025-1	1630-01-038-8276	HOUSING	DM	EA		2							0	0	0		0.00
SUB 1 9543433																		
819	9542025-1	1630-01-038-8275	HOUSING	MR	EA		0							0	0	0		0.00
820	9542382	NSL - - -	PLATE, BRASS	DM	EA		0							0	0	0		0.00
821	9542482	1630-1-034-5387	TORQUE TUBE	DM	EA		0							0	0	0		0.00
822	9542958	1630-1-036-3353	ROTOR	DM	EA		0							0	0	0		0.00
823	9542977	5365-0-992-4468	SLEEVE, CYL. D/S	DM	EA		0							0	0	0		0.00
824	9543031	1630-0-937-6602	ROTOR	DM	EA	M2E1	28							0	0	0		0.00
825	9543036	NSL - - -	HOUSING, BRASS	MR	EA	SET UP	0							0	0	0		0.00
826	9543348	1630-0-834-7557	ROTOR	MR	EA	SETUP	0							0	0	0		0.00
827	9543421	1630-1-945-1265	ROTOR	DM	EA	4875-B	63							0	0	0		0.00
SUB 1 9533447																		
SUB 2 5001174																		
828	9543433	1630-0-977-6604	HOUSING, BRASS	MR	EA	R272-C	27							0	0	0		0.00
829	9543595	NSL - - -	ROTOR	DM	EA		0							0	0	0		0.00
830	9543605	1630-0-856-2973	ROTOR	MR	EA	R815-B	5							0	0	0		0.00
831	9543617	1630-0-834-7523	PLATE SUBASSY, PRESS.	MR	EA	SETUP	0							0	0	0		0.00
SUB 1 5001159																		
832	9543618	1630-0-833-9630	TORQUE TUBE	MR	EA	SETUP	0							0	0	0		0.00
833	9543622	1630-0-1-023-4616	ROTOR	DM	EA		0							0	0	0		0.00
834	9543632	1630-0-856-2052	HEAT SHIELD	DM	EA	SETUP	0							0	0	0		0.00
835	9543748	1630-0-102-4364	SHIELD, PISTON D/S	DM	EA	661A	24							0	0	0		0.00
836	9543919	NSL - - -	PLATE, STATOR	DM	EA		0							0	0	0		0.00
837	9543922	NSL - - -	HOUSING	MR	EA		0							0	0	0		0.00
838	9550008	1630-0-997-2490	PLATE SUBASSY	MR	EA	4870-B	23							0	0	0		0.00
839	9550025	NSL - - -	TUBE, REVED TORQUE	DM	EA		0							0	0	0		0.00
840	9550031	NSL - - -	TORQUE TUBE	DM	EA		0							0	0	0		0.00
841	9550069	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
842	9550151	1630-0-102-4365	TORQUE TUBE	MR	EA	4201	25							0	0	0		0.00
843	9550422	1630-0-855-2158	TORQUE TUBE	MR	EA	4870-B	15							0	0	0		0.00
844	9550589	5365-0-106-2742	HOUSING	DM	EA		25							0	0	0		0.00
845	9550601	NSL - - -	HOUSING	DM	EA		0							0	0	0		0.00
846	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
847	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
848	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
849	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
850	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
851	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
852	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
853	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
854	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
855	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
856	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
857	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
858	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00
859	9550601	1630-0-855-5747	HOUSING, BRASS	MR	EA	4829-A	3							0	0	0		0.00

Item	Part Number	Stock Number	Noun	MC	QTY	Bin	Location #1	Location #2	Total Qty	Total Alloc	Total Short	ERRC	Unit Price
860	AN5-5-B-4	5305-0-151-1373	SCREW, MACHINE	DM	EA	1144B	42	0	42	0	0	0	0.00
861	AN615DBR22	5305-0-68-9765	SCREW, MACHINE	DM	EA	1500C	22	0	22	0	0	0	0.00
862	AN65E42924	5305-0-904-2922	SCREW, BOWE ADJUST.	DM	EA	512A	168	0	168	0	0	0	0.00
863	AN65E428	5305-0-721-5892	SETSCREW	DM	EA	11-20	124	0	124	0	0	0	0.00
864	AN65E423H16	5305-0-721-5899	SET SCREW	DM	EA		0	0	0	0	0	0	0.00
865	AN64HA	5306-0-182-2002	BOLT-PREF.	DM	EA		0	0	0	0	0	0	0.00
SUB 1 AN500-516-12													
866	AN6-16A	5306-00-08-3639	BOLT, MACHINE	DM	EA	1062A	148	0	148	0	0	0	0.00
867	AN620M-1	1630-00-16-8438	VALVE, BLEEDER	DM	EA	352AB	93	0	93	0	0	0	0.00
868	AN6227-20	NSL	PAC'ING, O-RING	DM	EA		0	0	0	0	0	0	0.00
869	AN6227-32	5330-00-174-3710	PAC'ING, O-RING	DM	EA	10E1A	17	0	17	0	0	0	0.00
SUB 1 AN63461/1-329													
870	AN6227-5	5330-00-150-9311	PAC'ING, O-RING	DM	EA	11F2C	15	0	15	0	0	0	0.00
SUB 1 AN62775-000													
871	AN6227-7	5330-00-09-9612	PAC'ING, PREFORMED	DM	EA	10B3A 15H2	0	0	0	0	0	0	0.00
872	AN622787	5330-00-30-8282	SEAL, O-RING	DM	EA		4	0	4	0	0	0	0.00
873	AN622782	5330-00-174-3710	PAC'ING, O-RING	DM	EA	10E1A	0	0	0	0	0	0	0.00
874	AN6227837	5330-00-72-5498	SEAL, O-RING	DM	EA		4	0	4	0	0	0	0.00
SUB 1 AN63775-334													
875	AN622785	5330-00-240-97211	PAC'ING, O-RING	DM	EA		0	0	0	0	0	0	0.00
876	AN6228012	5330-00-14-3724	SEAL, O-RING	DM	EA		4	0	4	0	0	0	0.00
877	AN6290-8	5330-00-89-0794	PAC'ING, PREFORMED	DM	EA	1503C	9	0	9	0	0	0	0.00
878	AN744A	5306-00-111-0422	BOLT, MACHINE	DM	EA	922A	2505	0	2505	0	0	0	0.00
879	AN814-31	5365-00-237-0092	SHIPPING PLUG	DM	EA	10C4D	21	0	21	0	0	0	0.00
880	AN814-3L			DM	EA		0	0	0	0	0	0	0.00
881	AN814-4D	5365-00-237-0094	PLUG, BLEEDER	DM	EA	11N5B	15	0	15	0	0	0	0.00
882	AN814-4DL	5365-00-237-0093	PLUG, PROTECTIVE	DM	EA	10E5D	0	4620	40	40	0	0	0.00
883	AN814-4DL	5365-00-237-0093	PLUG, INLET	DM	EA	86-4-5	19	0	10	0	0	0	0.00
884	AN814-6	5365-00-17-0103	PLUG, MACH. THREADED	DM	EA		0	0	0	0	0	0	0.00
885	AN814-6DL	5365-00-237-0094	PLUG, PERMANENT	DM	EA		0	0	0	0	0	0	0.00
886	AN814-6L	5365-00-237-0090	PLUG & BLEEDER	DM	EA	7E2B 513C	74	0	74	0	0	0	0.00
887	AN814-8DL	5365-00-237-2916	PLUG	DM	EA	2E4A	166	0	166	0	0	0	0.00
888	AN814-8L	5365-00-814-2162	PLUG (SH)	DM	EA	9N1A	24	0	24	0	0	0	0.00
889	AN893-12	4730-00-23-7458	BUSHING INLET O/SIZE	DM	EA	4L5B	75	0	75	0	0	0	0.00
SUB 1 AN893-121													
890	AN893-121	5365-00-59-3943	BUSHING	DM	EA		0	0	0	0	0	0	0.00
891	AN893-3J	4730-00-55-1859	BUSHING	DM	EA	2E3A	158	0	158	0	0	0	0.00
892	AN901-4A	5310-00-196-6676	GASKET	DM	EA	11N7C	122	0	122	0	0	0	0.00
893	AN9294A	4730-00-58-8770	CAP, ASSY	DM	EA	214A	81	0	81	0	0	0	0.00
894	AN9294AJ	4730-00-17-0156	CAP, PRESSURE SEAL	DM	EA	3N2B	36	1403C	0	76	0	0	0.00
895	AN935-10L	5310-00-17-0662	WASHER, OOD	DM	EA	3E2AB	43	0	43	0	0	0	0.00
SUB 1 AN935-10L													
896	AN935-8L	5310-00-17-0659	WASHER, LOD	DM	EA	11N4A	98	0	98	0	0	0	0.00
897	AN960-10L	5310-00-16-0834	WASHER, FLAT	DM	EA	3C2A-9	992	0	992	0	0	0	0.00
898	AN960-416	5310-00-14-1795	WASHER	DM	EA	9L2B	44	0	44	0	0	0	0.00
899	AN960-616	5310-00-17-0821	WASHER, FLAT	DM	EA	10E4B	26	1013C	0	26	0	0	0.00
900	AN960-716	5310-00-17-0822	WASHER, FLAT	DM	EA	1F5B	0	0	0	0	0	0	0.00
SUB 1 911251													
901	AN960-916	5310-00-12-0824	WASHER, FLAT	DM	EA	911A	0	0	0	0	0	0	0.00
902	AN960C1AL	5310-00-16-0812	WASHER, FLAT	DM	EA	6E5P	24	0	24	0	0	0	0.00
903	AN960C1AB	5310-00-16-0812	WASHER, FLAT	DM	EA	6E5P	24	0	24	0	0	0	0.00

Item	Part Number	Stock Number	Noun	QC	UOI	Bin	Qty	Location #1	Location #2	Total Qty	Total Alloc	Total Short	ERRC	Unit Price
904	AP96C416L	5310-00-515-7449	WASHER, FLAT	DM	EA	15C40	147			0	147	0	0	0.00
905	AP96C416L	5310-00-595-6425	WASHER, FLAT	DM	EA	1	0			0	0	0	0	0.00
906	AP96C516L	5310-00-167-0814	WASHER, FLAT	DM	EA	15C80	152			0	152	0	0	0.00
907	AP96C616L	5310-00-187-4355	WASHER, FLAT	DM	EA	15C80	200			0	200	0	0	0.00
908	AP-110857	5305-01-146-0644	PLUG	DM	EA	3444	73			0	73	0	0	0.00
909	AP-111340	5307-00-685-1576	STUD, PLAIN	DM	EA	3644	0			0	0	0	0	0.00
910	AP-111440	5307-00-685-1576	STUD, PLAIN	DM	EA	3644	188			0	188	0	0	0.00
911	AP-111718	5330-00-677-9527	PACKING, REFORMED	DM	EA	1111A	23			0	23	0	0	0.00
912	AP-113238	5360-00-701-0318	SPRING	DM	EA	1111A	92			0	92	0	0	0.00
913	AP-113340	NSL - - -	EECAL	DM	EA	SETUP	0			0	0	0	0	0.00
914	AP-115261	5330-00-757-1346	PACKING, REFORMED OS	DM	EA	1111A	25			0	25	0	0	0.00
915	AP-17574	5305-00-595-1641	RING, INSULATING	DM	EA	M426A	46			0	46	0	0	0.00
916	AP-19009	5330-00-820-9640	WASHER, SEALING	DM	EA	1111A	62			0	62	0	0	0.00
917	AP-19973	5308-00-515-7774	BOLT, MACHINE	DM	EA	1111A	175			0	175	0	0	0.00
918	AP-210273	1630-00-520-5466	DISC, INTERMEDIATE	DM	EA		0			0	0	0	0	0.00
919	AP-210354	1630-00-520-5467	DISC, NUCLE	DM	EA		6			0	6	0	0	0.00
920	AP-211742	1630-00-647-0481	DISC, INSULATING	DM	EA	3646	3			0	3	0	0	0.00
921	AP-211743	1630-00-646-8837	RING SPRING RETAININ	DM	EA	1	23			0	23	0	0	0.00
922	AP-211719	1630-00-671-8512	PISTON, BRASS	DM	EA	11128	23			0	23	0	0	0.00
923	AP-212249	1630-00-772-9632	PISTON, D SIZE	DM	EA	3F1A	11			0	11	0	0	0.00
924	AP-29922	1630-00-520-5471	SCREW, ADJUSTING	DM	EA	1114C	54			0	54	0	0	0.00
925	AP-312374	1630-00-175-0826	HOUSING PLATE	MR	EA	M52CA	0			0	0	0	0	0.00
926	AP-38761	1630-00-709-1551	PLATE, HOUSING	DM	EA	M405A	12			0	12	0	0	0.00
927	AP-111740	5305-00-619-5150	SET SCREW	DM	EA	343A	979			0	979	0	0	0.00
928	AP-111359	1630-00-646-9370	INSERT, INLET	DM	EA	341A	181			0	181	0	0	0.00
929	AP-111942	3110-00-580-2752	BALL BEARING	DM	EA	342A	32			0	32	0	0	0.00
930	AP-118570	5310-00-901-3197E	WASHER, FLAT	DM	EA	15C5C	33			0	33	0	0	0.00
931	AP-18192	1630-00-652-6108	INSERT, RILEEER	DM	EA	744C	160			0	160	0	0	0.00
932	AP-210273	1630-00-520-5466	STATOR	DM	EA	M402A	45			0	45	0	0	0.00
933	AP-210354	1630-00-520-5467	DISC, MIDDLE ROTOR	DM	EA	M401A	44			0	44	0	0	0.00
934	AP-211338	5330-00-653-3180	PACKING, REFORMER	DM	EA	SETUP	0			0	0	0	0	0.00
935	AP-211339	1630-00-646-8841	PISTON, BRASS	DM	EA		0			0	0	0	0	0.00
936	AP-211343	1630-00-647-0681	DISC, INSULATING	DM	EA		0			0	0	0	0	0.00
937	AP-211355	1630-00-546-8837	RING, SPRING RETAIN	DM	EA		0			0	0	0	0	0.00
938	AP-212748	5330-00-900-9101	PACKING, REFORMED OS	DM	EA	3E1A	3			0	3	0	0	0.00
939	AP-218551	1630-00-736-4663	PISTON, ANNULAR	DM	EA	15C1B	11			0	11	0	0	0.00
940	AP-218555	5310-00-736-4664	DISC, INSULATION, THIN	DM	EA	15C1A	11			0	11	0	0	0.00
941	AP-218596	1630-00-755-1332	SPRING, SCREW LOCK	DM	EA	15C2C	22			0	22	0	0	0.00
942	AP-218790	5365-00-726-7403	RETAINER, PACKING	DM	EA	15D2B	11			0	11	0	0	0.00
943	AP-219927	1630-00-907-5433	SPRING, LOCK	DM	EA	11M4D	46			0	46	0	0	0.00
944	AP-222950	5305-00-140-8492	SCREW, ADJUSTING	DM	EA	15C4C	22			0	22	0	0	0.00
945	AP-228975	5307-01-044-4534	STUD	DM	EA	15C4B	55			0	55	0	0	0.00
946	AP-227099	5307-01-004-4535	STUD	DM	EA	15C5P	2			0	2	0	0	0.00
947	AP-10246	1630-00-652-6110	DISC, PRIMARY ROTOR	DM	EA		0			0	0	0	0	0.00
948	AP-311353	1630-00-652-6111	STATOR	DM	EA	M5D2A	22			0	22	0	0	0.00
949	AP-311354	1630-00-652-6111	FLATE, FOLKER ASSY.	DM	EA	M5D1A	12			0	12	0	0	0.00
950	AP-312374	1630-00-475-0826	FLATE, FOLKER ASSY.	DM	EA		0			0	0	0	0	0.00
951	AP-318209	1630-00-755-1178	FLATOR	DM	EA	R817-A	24			0	24	0	0	0.00
952	AP-318211	1630-00-755-1139	STATOR	DM	EA	R814-B	49			0	49	0	0	0.00
953	AP-36971	1630-01-009-9429	TIPOLE TUBE	MR	EA		13			0	13	0	0	0.00
954	AP-418572	5340-00-929-4146	INSERT, SCREW THREAD	DM	EA	15C2A	11			0	11	0	0	0.00
955	AP-418573	5340-00-929-4147	INSERT, SCREW THREAD	DM	EA	15C5A	11			0	11	0	0	0.00

Item	Part Number	Stock Number	Name	MC	UDI	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total	Total	Total	ERRC	Unit Price
956	AP418603	3110-00-755-1327	SHIELD, REAR	DM	EA	15A2B	11							0	11	0	0	0.00
957	AP418794	5330-00-723-2884E	PACKING, REFORMED	DM	EA	15E1A	11							0	11	0	0	0.00
958	AP419134	1630-00-755-1335	SLEEVE	DM	EA	15C1C	11							0	11	0	0	0.00
959	AP419935	5330-00-078-0744	PACKING, O-RING	DM	EA	15E2A	20							0	20	0	0	0.00
960	AP422604	1630-00-719-1061	SHIELD	DM	EA	15D2A	22							0	22	0	0	0.00
961	AS-210248	1630-00-520-5473	DISC ASSEMBLY	DM	EA	14D7A	10							0	10	0	0	0.00
962	AS-210379	1630-00-520-5474	DISC, ASSEMBLY SECUD	DM	EA		0							0	0	0	0	0.00
963	AS-211351	1630-00-646-8843	FLR ASSY, BRAKE	DM	EA		0							0	0	0	0	0.00
964	AS-212375	NSL - - -	PLATE ASSY, POWER	DM	EA		0							0	0	0	0	0.00
965	AS112234	1630-00-652-7376	SPRING ASSY	DM	EA	3G1A	74							0	74	0	0	0.00
966	AS118559	1630-00-755-1337	SPRING	DM	EA	15D1B	44							0	44	0	0	0.00
967	AS210379	1630-00-520-5474	DISC, BACKING PLATE	DM	EA	14D4A	7							0	7	0	0	0.00
968	AS211341	1630-00-646-8836	PRESSURE PLATE	DM	EA	15D4A	5							0	5	0	0	0.00
969	AS211346	1630-00-646-8842	BACKING PLATE	DM	EA	15D7A	0							0	0	0	2	0.00
970	AS211351	1630-00-646-8843	TORQUE TUBE	DM	EA	15C1A	43							0	43	0	0	0.00
971	AS218576	NSL - - -	SPIDER ASSY	DM			0							0	0	0	0	0.00
972	AS218577	1630-01-109-5861	DISC, PRIMARY	DM			0							0	0	0	0	0.00
973	AS218643	1630-00-755-1333	DISC, SECONDARY	DM			0							0	0	0	0	0.00
974	AS219135	1630-00-825-4792	POWER PLATE SUBASSY	DM			0							0	0	0	0	0.00
975	C-2997-012	5340-00-582-1825	CLIP, SPEED	DM	EA		0							0	0	0	0	0.00
976	C1480-038-2000M	5340-01-085-5184	SPRING, COMPRESSION	DM	EA		0							0	0	0	0	0.00
977	CD3	5340-00-515-0525	CAP, PROTECTIVE	DM	EA	15C3A	110							0	110	0	0	0.00
978	CVC754-220013	5310-00-754-1834	WASHER	DM	EA	502A	0							0	0	0	0	0.00
SUB 1 MS35338-43																		
SUB 2 AN935-10L																		
979	FC6446	1630-00-516-8438	BLEEDER	DM	EA		0							0	0	0	0	0.00
980	FM12-02	5310-00-808-7036	NUT, SELF LOCKING	DM	EA	9L3A	104							0	104	0	0	0.00
SUB 1 MS21042-3																		
981	FM12-04B	5310-00-796-2191	NUT, SELF-LOCKING	DM	EA	14D2A	0							0	0	0	0	0.00
982	FM22-720	5310-00-889-1690	NUT, SELF LOCKING	DM	EA	6D1A	228							0	228	0	0	0.00
983	641869	5320-00-888-8557	RIVET	DM	EA		0							0	0	0	0	0.00
984	6418-6	5310-00-494-8012	WASHER, FLAT	DM	EA	211A	36							0	36	0	0	0.00
985	6418-7	5310-00-151-8930	WASHER, FLAT	DM	EA	9L3E	8							0	8	0	0	0.00
986	6Y18416	NSL - - -	RIVET	DM			0							0	0	0	0	0.00
987	6Y18414	5320-00-941-4068	RIVET	DM	EA		0							0	0	0	0	0.00
SUB 1 6Y18415																		
988	6Y18417	5320-00-093-7459	RIVET, TUBULAR	DM	EA		0							0	0	0	0	0.00
989	6Y18810	5320-00-851-2871	RIVET	DM	EA		0							0	0	0	0	0.00
990	6Y18811	NSL - - -	RIVET	DM	EA		0							0	0	0	0	0.00
991	6Y18812	5320-00-914-6210	RIVET	DM	EA		0							0	0	0	0	0.00
SUB 1 6Y18813																		
992	6Y18813	5320-00-912-5826	RIVET	DM	EA		0							0	0	0	0	0.00
993	6Y18815	5320-00-130-323	RIVET	DM	EA		0							0	0	0	0	0.00
994	6Y18819	5320-01-017-0728E	RIVET, WEAR PAD	DM	EA		0							0	0	0	0	0.00
995	6Y1887	5320-00-888-8557	RIVET	DM	EA		0							0	0	0	0	0.00
996	6Y1889	5320-00-888-8557	RIVET, WEAR PAD	DM	EA		0							0	0	0	0	0.00
997	6Y20485	5310-01-258-5953	NUT, BARREL	DM	EA	14C2B	0							0	0	0	0	0.00
998	6Y20487	5340-01-258-9142	RETAINER, BARREL	DM	EA	14C1B	0							0	0	0	0	0.00
999	6Y20488	5340-01-258-5954	RETAINER, BARREL	DM	EA	14C4D	0							0	0	0	0	0.00
1000	6Y8187-18	1630-00-885-0517	BUSHING, TUBE	DM	EA	245A	80							0	80	0	0	0.00
1001	6Y93-13	5305-00-122-7792E	SCREW, SELF LOCKING	DM	EA	243A	122							0	122	0	0	0.00
1002	6Y945	5310-00-747-0018	NUT, SELF-LOCKING	DM	EA	11-7B	181							0	181	0	0	0.00

Item	Part Number	Stock Number	Noun	-- Location #1 --			-- Location #2 --			Total		
				MC	UOI	Bin	Qty	Bin	Qty	Alloc	Short	Unit Price
1003	6YN165	5310-00-894-4999	NUT, SELF LOCKING	DM	EA	601A 94L44	0		0	0	0	0.00
1004	6YN167	5310-01-025-1724	NUT, SELF LOCKING	DM	EA	601A 94L44	264		0	364	0	0.00
SUB 1 FM22-720												
1005	6YN187	5310-00-815-2945	NUT, SELF-LOCKING	DM	EA	3MA4 9L44	21		0	21	0	0.00
SUB MS14156-07												
1006	6YN189	5310-00-904-4133	NUT, SELF LOCKING	DM	EA	9L44	131		0	131	0	0.00
1007	6YN266	5310-01-073-0180LE	NUT, SELF LOCKING	DM	EA	312A	36		0	36	0	0.00
1008	6YRC-27A	5320-01-284-8765LE	RIVET, SOLID	DM	EA		0		0	0	0	0.00
1009	6YRC-47	5320-01-283-0906LE	RIVET, SOLID	DM	EA		0		0	0	0	0.00
1010	6YRA0-SIA	5320-01-283-0905LE	RIVET, SOLID	DM	EA		0		0	0	0	0.00
1011	6YB187-86A	5306-00-149-8639	BOLT, SQUARE	DM	EA	4C1A	99		0	99	0	0.00
1012	6YB187-80	5306-01-048-0488	BOLT, SQUARE	DM	EA	9L4C	256		0	256	0	0.00
1013	6YB207-84W	5306-00-274-8753	BOLT, SQUARE	DM	EA	4A1A	150		0	150	0	0.00
1014	6YB207-84W	5306-00-274-8754	BOLT, SQUARE	DM	EA	4A2A	132		0	132	0	0.00
1015	6YB208-44	5306-01-223-2684	BOLT, DOUBLE HEXAGON	DM	EA	14C2A	358		0	358	0	0.00
1016	6YB26-68B1W	5306-01-052-2105LE	BOLT, SQUARE	DM	EA	311A	264		0	264	0	0.00
1017	6YB26-68B1W	5306-01-052-3705LE	BOLT, SQUARE	DM	EA	311A	264		0	264	0	0.00
1018	6YB42	5306-01-064-1205	BOLT, HEX HEAD	DM	EA	9L4B	20		0	20	0	0.00
1019	6YB5-65	5306-01-142-2506	BOLT, MACHINE	DM	EA		0		0	0	0	0.00
1020	6YB7-122	5306-00-828-5586LE	BOLT, HEXAGON	DM	EA	261A	188		0	188	0	0.00
1021	6YB100	5306-01-047-7698	BOLT, SQUARE	DM	EA	4J3A	110		0	110	0	0.00
SUB 1 154853												
1022	6YB7677	5306-00-923-5179	BOLT, SQUARE TIE	DM	EA	6E1A	104		0	104	0	0.00
1023	6YB9-103	5306-00-964-1214LE	BOLT, FRAME	DM	EA	5F1A	320		0	320	0	0.00
1024	6YB6	1630-01-142-9111	VALVE, FLEETER	DM	EA	9L5A	42		0	42	0	0.00
1025	6YB49	1630-01-142-9112	ADAPTER, BLEEDER	DM	EA	9L5B	29		0	29	0	0.00
		4820-00-845-8663	VALVE, CHECK	DM	EA	3C3C	25		0	25	0	0.00
1026	453	5306-00-115-1791	SCREW, MACHINE	DM	EA	1503A	62		0	62	0	0.00
1027	4H35200-40	NSL - - -	PACKING, PREFORMED	DM	EA		0		0	0	0	0.00
1028	4H35988/1-011	5340-01-073-5474	PLUG	DM	EA	5D7B	1		0	1	0	0.00
1029	4H501/10-F9	5330-00-163-1944	PACKING, O-RING	DM	EA		0		0	0	0	0.00
1030	4H5248/1-225	5330-01-123-9438	PACKING, O-RING	DM	EA	11F1A	0		0	0	0	0.00
1031	4H346/1-329	5330-01-129-9436	PACKING, O-RING	DM	EA	11F1A	0		0	0	0	0.00
1032	4H346/1-329	5365-00-804-7645	RING, RETAINING	DM	EA		0		0	0	0	0.00
1033	4H16624-4050	5365-00-816-4239	SPRING, HELICAL	DM	EA		0		0	0	0	0.00
1034	4H16633-1012	5330-00-582-2142	PACKING, RADUP	DM	EA		0		0	0	0	0.00
1035	4H28774-216	5340-01-073-5434	PLUG, SHIPPING (BLUE)	DM	EA	1F4A 9E1A	75	503R	0	75	0	0.00
1036	4H1-C-5501	NSL - - -	HELICOL	DM	EA		0		0	0	0	0.00
1037	4H1209-04-20	SUB 1 MS2126C4-20		DM								
SUB 2 59K250												
1038	4H1-4638	5340-00-291-3497	INSERT, HELICAL COIL	DM	EA		0		0	0	0	0.00
1039	4H124698	5340-00-291-3495	INSERT, HELICOL (BL)	DM	EA		0		0	0	0	0.00
1040	4H124735	5340-00-290-4490	INSERT, SCREW THREAD	DM	EA		0		0	0	0	0.00
1041	4H124823	5340-00-997-7210	HELICOL, BOLT HOLE	DM	EA		0		0	0	0	0.00
1042	4H14156-07	5310-01-078-3665	NUT, SELF LOCKING	DM	EA	9L4A	174		0	174	0	0.00
1043	4H16535-323	5320-00-826-2166	RIVET	DM	EA		0		0	0	0	0.00
SUB 1 67-6												
1044	4H16562-225	5315-00-058-9780	SPRING PIN	DM	EA	7C3C	111		0	111	0	0.00
1045	4H16562-72	5315-00-844-5930	PIN, SPRING (SMALE)	DM	EA	1C2A	0		0	0	0	0.00
1046	4H16562-90	5315-00-844-5874	PIN, SPRING (LARGE)	DM	EA	1C1A	0		0	0	0	0.00
1047	4H16624-1050	5365-00-807-7301	RING, RETAINER	DM	EA	7C3A	47		0	47	0	0.00
1048	4H16634-150	5365-00-807-7301	RING, RETAINER	DM	EA		0		0	0	0	0.00

Item	Part Number	Stock Number	Mean	MC	UOI	Location #1	Qty	Bin	Location #2	Qty	Total	Alloc	Short	EBRC	Unit Price
1049	MS16624-1118	5365-00-806-9929	RING, RETAINING	DM	4	0	0	0	0	0	0	0	0	0	0.00
1050	MS16624-1137	5365-00-807-7316	RING	DM	EA	261A	400	781C	0	400	0	0	0	0	0.00
1051	MS16624-1143	5365-00-530-7957	RING, RETAINING	DM	EA	9N5E	20	0	20	0	0	0	0	0	0.99
1052	MS16624-1050	5365-00-804-7625	RING, RETAINING	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1053	MS16624-29	5305-00-983-6652	CAPSCREW	DM	EA	9N4A	118	0	118	0	0	0	0	0	0.00
1054	MS16624-4028	5365-00-808-0892	RING, RETAINING	DM	EA	15C10	39	0	39	0	0	0	0	0	0.00
1055	MS16624-4050	5365-00-804-7645	RING, RETAINING	DM	EA	213B	219	0	219	0	0	0	0	0	0.00
1056	MS16625-1106	5365-00-811-4073	RING, RETAINING	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1057	MS16625-1112	5365-00-801-2500	RING, RETAINING	DM	EA	4B2A	28	0	28	0	0	0	0	0	0.00
1058	MS16625-1185	5365-00-734-1896	RING, RETAINING	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1059	MS16633-1012	5365-00-816-4239	RING, RETAINER	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1060	MS16988-29	5305-00-983-6652	CAPSCREW	DM	EA	R509-N	162	0	162	0	0	0	0	0	0.00
1061	MS16988-33	5305-00-983-7430	SCREW	DM	EA	2C1B	167	0	167	0	0	0	0	0	0.00
1062	MS16988-46	5305-00-983-6663	SCREW, ADJUSTING	DM	EA	3C4A	47	0	47	0	0	0	0	0	0.00
SUB 1 149531															
1063	MS19160-32	5310-00-575-9571	BALL BEARING	DM	EA	11N2A	92	0	92	0	0	0	0	0	0.00
1064	MS20002-6	5310-00-149-9130	WASHER	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1065	MS20002-25	5310-00-595-7078	WASHER, RECESSED	DM	EA	1173B	195	0	195	0	0	0	0	0	0.00
1066	MS20002-26	5310-00-149-9146	WASHER	DM	EA	9N4B	163	0	163	0	0	0	0	0	0.00
1067	MS20002-27	5310-00-595-7079	WASHER, RECESSED	DM	EA	1F5A	243	0	243	0	0	0	0	0	0.00
SUB 1 158652															
1068	MS20002-28	5310-00-149-9116	WASHER, RECESSED	DM	EA	2-1A	201	201C	0	201	0	0	0	0	0.00
1069	MS20073-04-03	5306-00-993-0500	BOLT, MACHINED	DM	EA	14E2D	0	0	0	0	0	0	0	0	0.00
1070	MS20074-04-04	5306-00-943-9964	BOLT	DM	EA	9C2A	12	0	12	0	0	0	0	0	0.00
SUB 1 147444															
1071	MS20364-429C	5310-00-807-1468	NUT, SELF LOCKING	DM	EA	3C1B	122	0	122	0	0	0	0	0	0.00
1072	MS20364-624C	5310-00-810-1786	NUT, SELF LOCKING	DM	EA	15C2B	50	0	50	0	0	0	0	0	0.00
1073	MS20426-0-12	5320-00-117-6888	RIVET	DM	EA	1012B	400	0	400	0	0	0	0	0	0.00
1074	MS20427-5C10	5320-00-291-6925	RIVET	DM	EA	5D2C	90	0	90	0	0	0	0	0	0.00
1075	MS20427-6C7	5320-00-233-4872	RIVET, SOLID	DM	EA	0	0	0	0	0	0	0	0	0	0.00
SUB 2 152216															
1076	MS20427F6-7	5320-00-559-4738	RIVET, SOLID	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1077	MS21042-3	5310-00-807-1467	NUT, SELF LOCKING	DM	EA	6D1C	0	0	0	0	0	0	0	0	0.00
1078	MS21042-4	5310-00-807-1468	NUT, SELF LOCKING	DM	EA	3N1B	140	190	0	0	0	0	0	0	0.00
1079	MS21042-5	5310-00-807-1469	NUT, SELF LOCKING	DM	EA	3H6C	72	0	72	0	0	0	0	0	0.00
1080	MS21042-6	5310-00-810-1786	NUT, SELF LOCKING	DM	EA	R502-A	64	0	64	0	0	0	0	0	0.00
1081	MS21042L3	5310-00-807-1474	NUT, LOCKING	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1082	MS21045-6	5310-00-982-4942	NUT	DM	EA	10E1C	8	0	8	0	0	0	0	0	0.00
1083	MS2109306	5310-00-926-1852	NUT, SELF LOCKING	DM	EA	31E	90	0	90	0	0	0	0	0	0.00
1084	MS2120	MSL - - -	HELICAL COLL. INSERT	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1085	MS21042-5	5310-00-807-1469	NUT, SELF LOCKING	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1086	MS21064-20	5340-00-295-2453	HELICAL COLL.	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1087	MS21091F10	MSL - - -	INSERT	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1088	MS21091F10	5340-00-827-4624	INSERT	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1089	MS21091F10	5340-00-028-2467	INSERT, HELICAL COLL.	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1090	MS21091F10	5340-00-721-7498	INSERT, HELICAL COLL.	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1091	MS21091F10	5340-00-690-5768	INSERT, SREW HEAVY	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1092	MS21091F10	5340-00-519-3519	INSERT	DM	EA	0	0	0	0	0	0	0	0	0	0.00
1093	MS21091F10	5310-00-449-2389	NUT, SELF LOCKING	DM	EA	112A	781	0	781	0	0	0	0	0	0.00
1094	MS21250-0814	5306-00-955-9272	BOLT	DM	EA	2F1A	494	0	494	0	0	0	0	0	0.00
1095	MS21250-0814	5306-00-454-2619	BOLT	DM	EA	0	154	0	154	0	0	0	0	0	0.00

Item	Part Number	Stock Number	Num	MC	JOI	Bin	Qty	Location #1	Qty	Bin	Qty	Location #2	Qty	Total	Total	Short	ERRC	Unit Price
1096	MS21299-C7	5310-01-134-8752	WASHER, COUNTERSINK	DM	EA	149AA	0		0		0		0	0		0		0.00
1097	MS21318-B	5315-00-253-5607	SCREW, DRIVE	DM	EA		0		0		0		0	0		0		0.00
1098	MS21914-3	4730-00-289-8633	CAP, PRESSURE	DM	EA	704C	24		0		0		0	24		0		0.00
1099	MS21916-4-3	4730-00-202-8826	UNION, FLARED TUBE	DM	EA	707D	8		0		0		0	8		0		0.00
1100	MS24391-6C	5315-01-041-4367	PLUS, BLEEDER	DM	EA		0		0		0		0	0		0		0.00
1101	MS24655-BE	NSL - - -	COTTER PIN	DM	EA		0		0		0		0	0		0		0.00
1102	MS24662-7	5320-00-754-4591	RIVET, DRIVE	DM	EA		0		0		0		0	0		0		0.00
1103	MS24665-122	5310-01-027-6616	PIN, COTTER	DM	EA	BUILDUP	400		0		0		0	400		0		0.00
1104	MS24665-153	5315-00-234-1854	PIN, COTTER	DM	EA	BUILDUP	0		0		0		0	0		0		0.00
1105	MS24665-155	5315-00-234-1865	COTTER KEY, BUSHING	DM	EA	BUILD UP	62		0		0		0	62		0		0.00
1106	MS24665-71	5315-00-829-1226	PIN, COTTER	DM	EA	SETUP	0		0		0		0	0		0		0.00
1107	MS24678-11	5305-00-068-0547	SCREW	DM	EA	141C	0		0		0		0	0		0		0.00
1108	MS24678-20	5305-00-990-6431	SCREW, CAP SOCKET	DM	EA		0		0		0		0	0		0		0.00
1109	MS24687-20	5315-00-990-6431	SCREW, CAP, SOCKET	DM	EA	14E1A	0		0		0		0	0		0		0.00
1110	MS24693-573	5305-00-900-0596	SCREW, FLAT-HEAD	DM	EA	5K3C	353		0		0		0	353		0		0.00
1111	MS246935270	5305-00-957-7824	SCREW, MACHINE	DM	EA		0		0		0		0	0		0		0.00
1112	MS246935297	5305-00-043-2700	SCREW, MACHINE	DM	EA	7C14	96		0		0		0	96		0		0.00
1113	MS24694-C12	5305-00-902-2132	SCREW	DM	EA	783A	137		0		0		0	137		0		0.00
1114	MS24694C12	5305-00-902-2132	SCREW, MACHINE	DM	EA		0		0		0		0	0		0		0.00
1115	MS24694549	5305-00-719-5401	SCREW, MACHINE	DM	EA	7C1D	142		0		0		0	142		0		0.00
SUB 1 MS1153-3																		
1116	MS24697-C12	5305-00-902-2132	SCREW	DM	EA	5837-E-3-4	40		0		0		0	40		0		0.00
1117	MS27151-19	5310-00-010-7323	NUT, LOCKING	DM	EP	1112C	56		0		0		0	56		0		0.00
1118	MS27611	4820-00-204-9596	VALVE, BLEEDER	DM	EA	482C	43		0		0		0	43		0		0.00
1119	MS27612-7	1630-01-099-5726	ALUMINUM	DM	EA	464D	0		0		0		0	0		0		0.00
SUB 1 2665792																		
1120	MS28774-012	5330-00-543-7090	RETAINER, FAC ING	DM	EA	1542E	66		0		0		0	66		0		0.00
1121	MS28774-126	5330-00-860-9721	RETAINER	DM	EA	1262A	43		0		0		0	43		0		0.00
1122	MS28774-210	5330-00-543-7087	KLING, FAC-UP	DM	EA	1531A	53		0		0		0	53		0		0.00
1123	MS28774-212	5320-00-542-7188	RETAINER, FAC ING	DM	EA	1262C	40		0		0		0	40		0		0.00
1124	MS28774-215	5330-00-618-6845	RETAINER, FAC ING	DM	EA	7E3B	144		0		0		0	144		0		0.00
1125	MS28774-216	5330-00-582-2147	FAC ING, FAC-UP	DM	EA	1301A	251		0		0		0	251		0		0.00
SUB 7214865-733-64																		
1126	MS28774-217	5330-00-582-2141	KLING, FAC-UP	DM	EA	1532B	125		0		0		0	125		0		0.00
1127	MS28774-222	5330-00-582-1536	RETAINER, FAC ING	DM	EA	1111A	710		0		0		0	710		0		0.00
1128	MS28774-225	5330-00-582-1550	RING	DM	EA		0		0		0		0	0		0		0.00
1129	MS28775-008	5330-00-579-3158	FAC ING, PREFORMED	DM	EA	1540C	17		0		0		0	17		0		0.00
1130	MS28775-010	5320-00-584-0266	FAC ING, PREFORMED	DM	EA	1522A	0		0		0		0	0		0		0.00
1131	MS28775-011	5330-00-582-2133	FAC ING	DM	EA		0		0		0		0	0		0		0.00
1132	MS28775-012	5330-00-584-0265	FAC ING, PREFORMED	DM	EA	1540A	47		0		0		0	47		0		0.00
SUB 2 AN6227-7																		
1133	MS28775-019	5370-00-551-9441	FAC ING, PREFORMED	DM	EA	1542D	9		0		0		0	9		0		0.00
1134	MS28775-116	5330-00-579-3156	FAC ING, PREFORMED	DM	EA	1261C	21		0		0		0	21		0		0.00
1135	MS28775-122	5330-00-618-2754	SEAL	DM	EA	752A	146		0		0		0	146		0		0.00
1136	MS28775-126	5330-00-702-1049	FAC ING	DM	EA	1537E	41		0		0		0	41		0		0.00
1137	MS28775-210	5330-00-292-0573	FAC ING, FAC-UP	DM	EA	1531F	770		0		0		0	770		0		0.00
1138	MS28775-212	5330-00-579-3156	FAC ING, PREFORMED	DM	EA	1531G	27		0		0		0	27		0		0.00
1139	MS28775-212	5330-00-584-1078	FAC ING, PREFORMED	DM	EA	1540G	34		0		0		0	34		0		0.00
1140	MS28775-215	5330-00-584-1078	FAC ING, PREFORMED	DM	EA	1540G	34		0		0		0	34		0		0.00
SUB 1 3042212																		
1141	MS28775-216	5330-00-641-211	FAC ING, PREFORMED	DM	EA	1541G	70		0		0		0	70		0		0.00
1142	MS28775-217	5330-00-641-211	FAC ING, PREFORMED	DM	EA	1541G	70		0		0		0	70		0		0.00

UNITED STATES GOVERNMENT
DEPARTMENT OF DEFENSE
OFFICE OF THE SECRETARY

AGE 15

Item	Part Number	Stock Number	Qty	Unit Price	Total	Alloc	Short	ERRC	Unit Price
1143	MS2875-219	5330-00-584-023	0	EA 180.0	0	0	0	0	0.00
1144	MS2875-221	5330-00-641-075	87	EA 1.00	87	0	0	0	0.00
1145	MS2875-222	5330-00-297-9990	0	EA 1.00	0	0	0	0	0.00
SUB 2 7127448-01									
1146	MS2875-223	5330-00-171-0449	0	EA 0.00	0	0	0	0	0.00
1147	MS2875-224	5330-00-641-075	121	EA 1.00	121	0	0	0	0.00
1148	MS2875-225	5330-00-579-7927	144	EA 1.00	144	0	0	0	0.00
1149	MS2875-226	5330-00-579-7545	44	EA 1.00	44	0	0	0	0.00
SUB 1 721998874									
1150	MS2875-225	5330-00-579-7545	0	EA 0.00	0	0	0	0	0.00
SUB 1 530888874									
1151	MS2875-214	5330-00-292-0578	0	EA 0.00	0	0	0	0	0.00
1152	MS2875-10	5330-00-285-9922	32	EA 1.00	32	0	0	0	0.00
1153	MS2875-7	5330-00-835-7465	49	EA 1.00	49	0	0	0	0.00
SUB 1 147031									
1154	MS2875-4	5330-00-805-2966	189	EA 1.00	189	0	0	0	0.00
1155	MS2875-6	5330-00-804-5695	8	EA 1.00	8	0	0	0	0.00
SUB 1 45878-8									
1156	MS2875-8	5330-00-808-0794	112	EA 1.00	112	0	0	0	0.00
1157	MS2875-19	5330-00-171-67	0	EA 0.00	0	0	0	0	0.00
1158	MS2875-7	5330-00-171-5042	75	EA 1.00	75	0	0	0	0.00
1159	MS2875-1-225	5330-00-145-1944	0	EA 0.00	0	0	0	0	0.00
1160	MS2875-1-270	5330-00-984-7361	318	EA 1.00	318	0	0	0	0.00
1161	MS2875-241	5330-00-984-5189	100	EA 1.00	100	0	0	0	0.00
1162	MS2875-259	5330-00-993-1849	0	EA 0.00	0	0	0	0	0.00
1163	MS2875-260	5330-00-988-9144	85	EA 1.00	85	0	0	0	0.00
SUB 1 9023701									
1164	MS2875-261	5330-00-990-6444	150	EA 1.00	150	0	0	0	0.00
1165	MS2875-279	5330-00-993-2463	44	EA 1.00	44	0	0	0	0.00
1166	MS2875-42	5330-00-559-815	0	EA 0.00	0	0	0	0	0.00
1167	MS2875-60	5330-00-720-8429	23	EA 1.00	23	0	0	0	0.00
SUB 1 9010041									
1168	MS2875-260	5330-00-912-4817	0	EA 0.00	0	0	0	0	0.00
1169	MS2875-261	5330-00-912-4818	0	EA 0.00	0	0	0	0	0.00
1170	MS2875-278	5330-00-912-7291	46	EA 1.00	46	0	0	0	0.00
1171	MS2875-280	5330-00-912-7290	37	EA 1.00	37	0	0	0	0.00
SUB 1 9010041									
1172	MS2875-44	5330-00-582-5765	52	EA 1.00	52	0	0	0	0.00
1173	MS2875-81	5330-00-933-8120	0	EA 0.00	0	0	0	0	0.00
1174	MS2875-43	5330-00-945-3296	0	EA 0.00	0	0	0	0	0.00
1175	MS2875-422	5330-00-971-7989	0	EA 0.00	0	0	0	0	0.00
1176	MS2875-423	5330-00-555-9582	0	EA 0.00	0	0	0	0	0.00
SUB 1 9010041									
1177	MS2875-5	5330-00-971-7989	42	EA 1.00	42	0	0	0	0.00
1178	MS2875-60	5330-00-720-8429	0	EA 0.00	0	0	0	0	0.00
1179	MS2875-120	5330-00-945-6238	91	EA 1.00	91	0	0	0	0.00
1180	MS2875-19	5330-00-912-4817	22	EA 1.00	22	0	0	0	0.00
1181	MS2875-209	5330-00-912-4818	39	EA 1.00	39	0	0	0	0.00
1182	MS2875-11	5330-00-912-4818	74	EA 1.00	74	0	0	0	0.00
1183	MS2875-11	5330-00-912-4818	0	EA 0.00	0	0	0	0	0.00
1184	MS2875-11	5330-00-912-4818	0	EA 0.00	0	0	0	0	0.00

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AF11-5
October 27, 1999

--- Location #1 --- Location #2 --- Total												
Item	Part Number	Stock Number	Name	PC Unit	Bin	Qty	City	Qty	Alt Loc	5-ort	Total	Unit Price
MS9387-16	5330-00-382-9105	PAC'ING PREFORMED	DM	EA	0	0		0		0	0	0.00
MS9387-08	5330-00-000-1105	PAC'ING PREFORMED	DM	EA	0	0		0		0	0	0.00
MS9388-021	5330-00-884-0077	PAC'ING PREFORMED	DM	EA	0	0		0		0	0	0.00
MS9388-1180	5365-00-781-9240	RING,RETAINING	DM	EA	0	0		0		0	0	0.00
MS9389-04	5306-00-062-0822	BOLT,MACHINE	DM	EA	1540	66		56		0	0	0.00
MS9390-03	5310-00-902-647	NUT,SELF LDR'ING	DM	EA	USE ALT #	0		0		0	0	0.00
SUB 1 MS579A3M												
MS9390-03	5310-00-455-8621	NUT, LDR'ING	DM	EA	0	0		0		0	0	0.00
MS9391-3	5305-00-238-7129	SCREW,MACHINE	DM	EA	3010	0		0		0	0	0.00
MS9393-311	5305-00-791-6520	SCREW,SHOULDER	DM	EA	6016	0		0		0	0	0.00
MS9399-311	5305-00-091-6520	SCREW,SHOULDER	DM	EA	620	620		620		0	0	0.00
MS9400-8	5310-00-878-7196	NUT	DM	EA	7822	229		229		0	0	0.00
MS9401-15H	5306-00-081-1536	RAT,SHEAR	DM	EA	7474	151		151		0	0	0.00
MS9402-08P	5305-00-240-0091	SCREW,CAP	DM	EA	9010	22	49B5020	0		22	0	0.00
SUB 1345643												
MS9403-08-6	5305-00-998-7901	SCREW,CAP	DM	EA	3140	96		96		0	0	0.00
MS9404-066	5305-00-988-7601	SCREW,CAP	DM	EA	10014	56		56		0	0	0.00
MS9405-06	5306-00-287-4910	BOLT	DM	EA	RB10-4	285		285		0	0	0.00
MS9406-06	MSL - - -	BOLT,INTERNAL W/SCREW	DM	EA	SETUP	0		0		0	0	0.00
MS9407-06	5330-00-811-1445	PAC'ING	DM	EA	SETUP	0		0		0	0	0.00
MS9408-06	5330-00-810-9659	PAC'ING	DM	EA	SETUP	0		0		0	0	0.00
MS9409-8	5310-00-550-9438	WASHER	DM	EA	4H1A	0		0		0	0	0.00
MS9410-8	MSA40H12-8		DM	EA	4-14	0		0		0	0	0.00
MS9411-8	MS577-6F		DM	EA	4-14	2000		2000		0	0	0.00
MS9412-6	MS577-6F		DM	EA	4-14	0		0		0	0	0.00
SUB 1 MS577-6F												
MS9413-6A	5340-00-897-6729	RETAINER,BARREL NUT	DM	EA	4-14	1467		1469		0	0	0.00
MS9414-6A	5306-00-397-4750	BOLT,HEX-HEAD	DM	EA	3N48	88		88		0	0	0.00
MS9415-6A	5306-00-721-9079	BOLT,HEX-HEAD	DM	EA	3N30	149		149		0	0	0.00
MS9416-6A	5306-00-372-8897	BOLT,HEX-HEAD	DM	EA	3C10	284		284		0	0	0.00
MS9417-6A	5310-00-680-4892	NUT, SELF LDR'ING	DM	EA	5028	40		40		0	0	0.00
MS9418-6A	5305-00-637-0413	SCREW,FLANGE	DM	EA	4-14	0		0		0	0	0.00
MSL - - -		BAC'ING FLATE	DM	EA		0		0		0	0	0.00
MSL - - -		CAP,PROJECTIVE	DM	EA		0		0		0	0	0.00
MSL - - -		FLUS,PROJECTIVE	DM	EA	15C20	30		30		0	0	0.00
MSL - - -		RAG,MATING	DM	EA	BUILD-E	0		0		0	0	0.00
MSL - - -		INERT, LDR'ING	DM	EA		0		0		0	0	0.00
MSL - - -		CAP, PROJECTIVE	DM	EA		0		0		0	0	0.00
MSL - - -		CAP, PROJECTIVE	DM	EA		0		0		0	0	0.00
MSL - - -		CAP, PROJECTIVE	DM	EA		0		0		0	0	0.00
MSL - - -		CAP, PROJECTIVE	DM	EA		0		0		0	0	0.00
MSL - - -		RING, LDR'ING	DM	EA		0		0		0	0	0.00
MSL - - -		RING, RETAINING	DM	EA	5-10	172		172		0	0	0.00
MSL - - -		RING, RETAINING	DM	EA		0		0		0	0	0.00
MSL - - -		ADAPTER, STRAIGHT	DM	EA		0		0		0	0	0.00
MSL - - -		ADAPTER, STRAIGHT	DM	EA		0		0		0	0	0.00
MSL - - -		LDR'ING, CERAMETALIC	DM	EA		0		0		0	0	0.00
MSL - - -		SCREW, RING	DM	EA		0		0		0	0	0.00
MSL - - -		RING,SCHEAFER	DM	EA	13-14	16		16		0	0	0.00
MSL - - -		RING,SCHEAFER	DM	EA	13-15	14		14		0	0	0.00
MSL - - -		RING, W/TER	DM	EA	15-16	40		40		0	0	0.00
MSL - - -		RING, W/TER	DM	EA	15-16	11		11		0	0	0.00

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Item	Part Number	Stock Number	Name	MC	Location #1		Location #2		Total		Total	Unit Price
					Qty	Err	Qty	Err	Alloc	Short		
1234	SF123-125036A	5307-00-814-1120	STUD	DM	EA	0	0	0	0	0	0	0.00
1235	SNA250	5340-00-412-0018	SLIPST	DM	EA	0	0	0	0	0	0	0.00
1236	UR143C	5365-00-828-5541	RING,	DM	EA	0	0	0	0	0	0	0.00
1237	XAN150	5365-01-053-3299	PING,RETAINING	DM	EA	0	0	0	0	0	0	0.00
1238	XAN212	5365-01-219-2578	RING, RETAINING	DM	EA	0	0	0	0	0	0	0.00

Item	Part Number	Stock Number	Unit	QTY	UNIT PRICE	TOTAL PRICE	QTY	UNIT PRICE	TOTAL PRICE
1	104-57		DM	1	1.00	1.00	1	1.00	1.00
2	107-220-1		DM	1	1.00	1.00	1	1.00	1.00
3	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
4	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
5	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
6	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
7	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
8	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
9	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
10	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
11	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
12	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
13	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
14	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
15	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
16	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
17	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
18	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
19	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
20	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
21	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
22	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
23	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
24	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
25	107-240-3		DM	1	1.00	1.00	1	1.00	1.00
SUB 1 41112									
26	133-261		DM	1	1.00	1.00	1	1.00	1.00
27	133-50-1		DM	1	1.00	1.00	1	1.00	1.00
28	133-742		DM	1	1.00	1.00	1	1.00	1.00
29	134-212		DM	1	1.00	1.00	1	1.00	1.00
30	134-49		DM	1	1.00	1.00	1	1.00	1.00
31	145300		DM	1	1.00	1.00	1	1.00	1.00
32	145405		DM	1	1.00	1.00	1	1.00	1.00
33	145936		DM	1	1.00	1.00	1	1.00	1.00
34	146937		DM	1	1.00	1.00	1	1.00	1.00
35	146938		DM	1	1.00	1.00	1	1.00	1.00
36	147021		DM	1	1.00	1.00	1	1.00	1.00
37	147631		DM	1	1.00	1.00	1	1.00	1.00
38	148-182-2		DM	1	1.00	1.00	1	1.00	1.00
39	148492		DM	1	1.00	1.00	1	1.00	1.00
40	148619		DM	1	1.00	1.00	1	1.00	1.00
41	148621		DM	1	1.00	1.00	1	1.00	1.00
SUB 1 148619									
42	148682		DM	1	1.00	1.00	1	1.00	1.00
43	148683		DM	1	1.00	1.00	1	1.00	1.00
44	148687		DM	1	1.00	1.00	1	1.00	1.00
45	149168		DM	1	1.00	1.00	1	1.00	1.00
46	149169		DM	1	1.00	1.00	1	1.00	1.00
47	149167		DM	1	1.00	1.00	1	1.00	1.00
48	149291		DM	1	1.00	1.00	1	1.00	1.00
49	149293		DM	1	1.00	1.00	1	1.00	1.00

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Item	Part Number	Stock Number	Non	MC	UOI	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total Alloc	Total Short	EPHC	Unit Price
50	149299	1630-00-550-4170	RIVET, SOLID	DM	EA		0			0			0	0	0	0.00	
51	149305	1630-00-548-2771	SCREW	DM	EA	BUILDUP	66			0			0	66	0	0.00	
SUB 1	652098																
52	149306	1630-00-343-2774	SEGMENT, ROTOR	DM	EA		0			0			0	0	0	0.00	
53	149308	1630-00-339-9781	ADJUSTER ASSEMBLY	DM	EA	RR02-N	20			0			20	0	0	0.00	
54	149372	3360-00-339-9793	SPRING, HELICAL	DM	EA	RR02-N	77			0			77	0	0	0.00	
55	149460	NSL - - -	DECR, PNEUMATIC	DM	EA	BUILDUP	0			0			0	0	0	0.00	
56	149479	NSL - - -	PISTON	DM	EA		0			0			0	0	0	0.00	
SUB 1	65203																
SUB 2	153373																
57	149538	NSL - - -	PISTON, INSERT ASSY.	DM	EA	BA1A	0			0			0	0	0	0.00	
58	149568	1630-00-509-4238	SLEEVE, STATOR DRIVE	DM	EA	BA1A	12			0			12	0	0	0.00	
59	149569	5306-00-538-8367	BOLT MACHINE	DM	EA	9C50	1256			0			1256	0	0	0.00	
60	149575	1630-00-548-2862	PISTON ASSEMBLY	DM	EA	9EUF	12			0			12	0	0	0.00	
SUB	65201																
61	149609	5315-01-085-5290E	FIN, INSULATOR HD	DM	EA		0			0			0	0	0	0.00	
62	149610	5306-00-524-4269	BOLT, SPECIAL	DM	EA	1E1A	264			0			264	0	0	0.00	
63	149611	1630-00-532-1436	SLEEVE, STATOR DRIVE	DM	EA	1K1A	104			0			104	0	0	0.00	
64	149618	1630-00-524-4271	ROTOR	DM	EA	SETUP	0			0			0	0	0	0.00	
65	149619	NSL - - -	SPIDER, ROTOR	DM	EA		0			0			0	0	0	0.00	
SUB 1	513510																
66	149620	NSL - - -	SEGMENT, ROTOR	DM	EA		0			0			0	0	0	0.00	
67	149623	NSL - - -	PLATE, STATOR	DM	EA		0			0			0	0	0	0.00	
68	149625	NSL - - -	PLATE, ENDING	DM	EA		0			0			0	0	0	0.00	
SUB 1	150929																
69	149629	NSL - - -	INSERT, PISTON	DM	EA		0			0			0	0	0	0.00	
70	149631	NSL - - -	SCREW, ADJUSTING	DM	EA		0			0			0	0	0	0.00	
71	149632	1630-00-541-7076	ROTOR	DM	EA		0			0			0	0	0	0.00	
72	149918	5360-00-524-4284E	SPRING, HELICAL COMP.	DM	EA	1 59H	144			0			144	0	0	0.00	
73	150344	NSL - - -	FINET, SOLID	DM	EA		0			0			0	0	0	0.00	
74	150358	1630-00-570-4971	CUP, PISTON RET. OUTER	DM	EA	71	12			0			12	0	0	0.00	
75	150360	1630-00-570-4932	CUP, PISTON RET. INNER	DM	EA	76	102			0			102	0	0	0.00	
76	150365	5306-00-531-8825	BOLT, SOCKET HEAD	DM	EA	8B1A	911			0			911	0	0	0.00	
77	150385	1630-00-534-4255	NUT, ANCHOR BRAKE	DM	EA	9C	1598			0			1598	0	0	0.00	
78	150427	1630-00-652-6099	PLATE, STATOR	DM	EA		0			0			0	0	0	0.00	
79	150429	1630-00-575-6750	STATOR	DM	EA	BUILDUP	33			0			33	0	0	0.00	
80	150455	NSL - - -	CARRIER ASSY	DM	EA		0			0			0	0	0	0.00	
81	150465	5320-00-620-8270	WIFER, PISTON	DM	EA		0			0			0	0	0	0.00	
82	150466	NSL - - -	RING, RETAINER	DM	EA		0			0			0	0	0	0.00	
83	150467	5327-00-631-5476	BOLT & PIN ASSY	DM	EA	1902-L	19			0			19	0	0	0.00	
84	150469	5306-00-631-5477	BOLT & PIN ASSY	DM	EA	1902-L	17			0			17	0	0	0.00	
85	150474	1630-00-630-8271	SLEEVE, STATOR ES/E	DM	EA	RR02-N	542			0			542	0	0	0.00	
86	150477	5306-00-631-2156	FIN, ADJUSTER	DM	EA	RR02-N	15			0			15	0	0	0.00	
87	150479	1630-00-631-2157	HOLDER, SPRING	DM	EA	RR02-M	769			0			769	0	0	0.00	
88	150484	NSL - - -	RING, RETAINING	DM	EA	RR02-M	105			0			105	0	0	0.00	
89	150485	1630-00-547-0116	PLATE, ENDING	DM	EA	BUILDUP	9			0			9	0	0	0.00	
90	150486	1630-00-547-0116	PLATE, ENDING	DM	EA	RR02-L	0			0			0	0	0	0.00	
91	150491	1630-00-547-0116	PLATE, ENDING	DM	EA	RR02-L	0			0			0	0	0	0.00	
92	150494	1630-00-589-9163	STATOR	DM	EA	RR02-L	0			0			0	0	0	0.00	
93	150495	1630-00-591-8249	PLATE, ENDING	DM	EA	RR02-L	50			0			50	0	0	0.00	
94	150496	1630-00-591-8249	PLATE, ENDING	DM	EA	RR02-L	5			0			5	0	0	0.00	
95	150499	1630-00-591-8249	PLATE, ENDING	DM	EA	RR02-L	5			0			5	0	0	0.00	

Item	Part Number	Stock Number	Name	PG	UDI	Bin	Qty	Bin	Qty	Alloc	Short	EMC	Unit Price
96	151934		NSL - - - PLATE BUCKING	DM	EA	0	0	0	0	0	0	0.00	
97	SUE 1 2501844												
98	151106		5105-01-075-4976 SETSCREW	DM	EA	145	0	0	145	0	0	0.00	
99	151428		5105-01-074-5599LE BUSHING MACH. T-RECO	DM	EA	12	0	0	12	0	0	0.00	
100	151436		5105-01-074-5599LE BUSHING MACH. T-RECO	DM	EA	12	0	0	12	0	0	0.00	
101	151437		5105-01-074-5599LE BUSHING MACH. T-RECO	DM	EA	412	0	0	412	0	0	0.00	
102	151458		5105-01-074-5599LE BUSHING MACH. T-RECO	DM	EA	132	0	0	132	0	0	0.00	
103	151874		1630-00-071-2938 FRESSURE PLATE ASSY	DM	EA	0	0	0	0	0	0	0.00	
104	151875		1630-00-071-2939 STATOR	DM	EA	0	0	0	0	0	0	0.00	
105	152016		1630-00-071-2942 BUCKING PLATE ASSY	DM	EA	0	0	0	0	0	0	0.00	
106	152017		2995-00-719-4527 CARRIER ASSEMBLY	DM	EA	0	0	0	0	0	0	0.00	
107	152216		NSL - - - FIVET, SOLID	DM	EA	0	0	0	0	0	0	0.00	
108	152291		NSL - - - STRAP, ROTOR	DM	EA	0	0	0	0	0	0	0.00	
109	153223		5310-00-229-1276 WASHER, RECESSED	DM	EA	0	0	0	0	0	0	0.00	
110	153273		NSL - - - FISTON	DM	EA	0	0	0	0	0	0	0.00	
111	15349		1650-00-057-6854LE ALPER, PISTON	DM	EA	0	0	0	0	0	0	0.00	
112	153490		1650-00-057-6854LE ALPER, PISTON	DM	EA	0	0	0	0	0	0	0.00	
113	153755		3120-00-062-5065LE BUSHING, SLEEVE	DM	EA	0	0	0	0	0	0	0.00	
SUB 1	544.11021												
SUB 2	5904273												
114	151854		5310-00-082-5583 SPACER, ADJUSTER	DM	EA	111	0	0	111	0	0	0.00	
115	151853		5306-00-070-2312LE BOLT, MACHINE	DM	EA	171	0	0	171	0	0	0.00	
116	155-1		NSL - - - BLEEDER SCREW ASSY	DM	EA	0	0	0	0	0	0	0.00	
117	155-7		N.S. - - - VALVE ASSY, BLEEDER	DM	EA	0	0	0	0	0	0	0.00	
118	155-9		1630-00-444-9174 VALVE ASSEMBLY, HYD.	DM	EA	13	0	0	13	0	0	0.00	
119	159552		5310-00-595-7079 WASHER, RECESSED	DM	EA	0	0	0	0	0	0	0.00	
120	159552		1630-00-341-7076 ROTOR	DM	EA	0	0	0	0	0	0	0.00	
121	160-4		5935-00-990-6758 UNION, FLARED TUBE	DM	EA	92	0	0	92	0	0	0.00	
SUB 1	5521916-4-3												
122	1604-73		5340-00-687-5077 PLUS, PROTECTIVE	DM	EA	38	2420	0	88	0	0	0.00	
123	1604-78		5340-00-290-7274 PLUS, PLASTIC	DM	EA	1	0	0	1	0	0	0.00	
SUB 1	1650110-59												
124	170-131		1630-00-435-6921H INSERT, CAP	DM	EA	20	0	0	20	0	0	0.00	
125	174521		5310-00-637-2764 GASKET	DM	EA	22	0	0	22	0	0	0.00	
126	174522		5310-00-602-8876 GAS, ET, JOSEY	DM	EA	10	0	0	10	0	0	0.00	
127	1801-070		5310-00-595-6851 VAL, SELF LOCKING KEY	DM	EA	32	0	0	32	0	0	0.00	
SUB 1	1802-2-730												
128	184-261		NSL - - - PLATE, TORQUE	DM	EA	0	0	0	0	0	0	0.00	
129	184-285		1630-00-776-0072E TORQUE PLATE	DM	EA	0	0	0	0	0	0	0.00	
130	194-323		1630-00-127-4037 TORQUE PLATE	DM	EA	0	0	0	0	0	0	0.00	
131	194-67		1630-00-705-7296 TORQUE PLATE	DM	EA	80	0	0	80	0	0	0.00	
132	194-67		1630-00-705-7296 TORQUE TUBE	DM	EA	0	0	0	0	0	0	0.00	
133	191-551-1		NSL - - - KING - JSE RECLAIMS	DM	EA	15	0	0	15	0	0	0.00	
134	2-966-9		1630-00-82-7955 SPRING ASSEMBLY	DM	EA	0	0	0	0	0	0	0.00	
135	2-240-1		1630-00-027-4755 PIN, STRAIGHT, HECO	DM	EA	0	0	0	0	0	0	0.00	
136	20-571		5306-01-276-0013 PIN, ADJUSTING	DM	EA	0	0	0	0	0	0	0.00	
137	218001		5306-01-074-3640 LEE FLUG	DM	EA	0	0	0	0	0	0	0.00	
138	2194127		5330-00-722-2988 SEAL, LINED TUBER	DM	EA	11	0	0	11	0	0	0.00	
139	2194131		5330-00-722-2986 SEAL, LINED TUBER	DM	EA	11	0	0	11	0	0	0.00	
140	2194131		5330-00-073-0119 ST, SEAL, ASSY, PISTON	DM	EA	0	0	0	0	0	0	0.00	
141	2251022		5310-00-595-6780 NUT, SELF LOCKING	DM	EA	0	0	0	0	0	0	0.00	

Item	Part Number	Stock Number	Name	MC	UOI	Qty	Loc	Loc #1	Loc #2	Qty	Total	Total	Short	SPC	Unit Price
142	244-175	1630-00-907-5552	ROTOR	MR	EA	146				0	146	0	0		0.00
143	244-292	1630-00-464-9160	STATOR	MR	EA	0				0	0	0	0		0.00
144	244-292-1	1630-00-464-9160-1	STATOR	MR	EA	3				0	3	0	0		0.00
145	244-293	1630-00-464-9162	ROTOR	MR	EA	0				0	0	0	0		0.00
146	244-293-1	1630-00-464-9162-1	ROTOR	MR	EA	41				0	41	0	0		0.00
147	244-294	1630-00-464-9165	END PLATE	MR	EA	0				0	0	0	0		0.00
148	244-294-1	1630-00-464-9165-1	END PLATE	MR	EA	27				0	27	0	0		0.00
149	244-306	1630-00-127-4038	STATOR	MR	EA	24				0	24	0	0		0.00
150	244-31-2	1630-00-906-5267	ROTOR	DM	EA	30				0	30	0	0		0.00
151	25020-12	5340-00-200-7694	TAP LOCK INSERT	DM	EA	0				0	0	0	0		0.00
152	260-179-1	NEL - - -	HOUSING	DM	EA	0				0	0	0	0		0.00
153	260-402	NEL - - -	HOUSING	DM	EA	0				0	0	0	0		0.00
154	260-439-2	NEL - - -	HOUSING, PISTON	MR	EA	5				0	5	0	0		0.00
155	260-462-1	1670-01-182-9876	HOUSING, ADJUSTER	DM	1	0				0	0	0	0		0.00
156	260-733-1	NEL - - -	HOUSING, PISTON	MR	EA	0				0	0	0	0		0.00
157	260-0237	5310-00-929-0110	NUT, SLEEVE	DM	EA	0				0	0	0	0		0.00
158	260-0238	1630-00-854-0981	PIN, ECCENTRIC	DM	EA	1950				0	1950	0	0		0.00
SUB 1 513509															
159	2600-298	5365-00-976-1620	EUSHING, WCH, TAPERED	DM	EA	9				0	9	0	0		0.00
160	2600-312	1670-00-869-1784	PRESSURE PLATE	MR	EP	26				0	26	0	0		0.00
161	2600-313	NEL - - -	PLATE, PRESSURE	DM	EA	0				0	0	0	0		0.00
162	2600-326	1670-00-925-1195	HOLDER, SPIN	DM	EA	270				0	270	0	0		0.00
163	2600-343	NEL - - -	PLATE, PRESSURE	DM	EA	0				0	0	0	0		0.00
164	2600-346	NEL - - -	PLATE, PRESSURE	DM	EA	0				0	0	0	0		0.00
SUB 2 7027448-01															
165	26 0350-2	1630-00-058-5242	BRAKE ASSY, (3-ROTOR)	DM	EA	4				0	4	0	0		0.00
166	2600-384	1630-01-187-5457	INSULATOR, PISTON	DM	EA	0				0	0	0	0		0.00
167	2600-386	1630-00-878-1517	SLEEVE, STATOR DRIVE	DM	EA	427				0	427	0	0		0.00
168	2600-387	5365-00-976-1619	SPACER, RACING PLATE	MR	EA	36				0	36	0	0		0.00
169	600764	NEL - - -	DECAL, WAX, ADJUSTER	DM	EA	1				0	1	0	0		0.00
170	2600-814	1670-00-479-5726	SHIELD, PISTON HEAT	DM	EP	0				0	0	0	0		0.00
171	2600-928	NEL - - -	CHARTER ASSEMBLY	MR	EA	5				0	5	0	0		0.00
172	2600-929	5365-00-247-4771	SHIM, TAPERED	DM	EA	0				0	0	0	0		0.00
173	2600-973	1630-00-869-9902	PISTON & KEY, SHIELD	DM	EA	0				0	0	0	0		0.00
174	2600-1744	1630-00-670-8259	PISTON ASSEMBLY	DM	EA	17				0	17	0	0		0.00
175	2600-1847	NEL - - -	PLATE, ENDING	DM	EA	0				0	0	0	0		0.00
176	2600-1844	1630-00-591-5346	ROCKING PLATE	DM	EA	0				0	0	0	0		0.00
177	2600-1953	NEL - - -	PLATE, PRESSURE	DM	EA	0				0	0	0	0		0.00
178	2600-1854	1670-00-872-7465	PRESSURE PLATE	MR	EA	0				0	0	0	0		0.00
179	2600-2213	NEL - - -	SPACER, ROTOR	DM	EA	0				0	0	0	0		0.00
SUB 1 2605015-2															
180	2600-2512	NEL - - -	ROTOR, SEGMENT ASSY.	DM	EA	0				0	0	0	0		0.00
181	2600-2751	NEL - - -	ROTOR, SEGMENT ASSY.	DM	EA	0				0	0	0	0		0.00
182	2600-281-2	NEL - - -	SEGMENT, ROTOR COMP	DM	EA	0				0	0	0	0		0.00
183	2600-4236	NEL - - -	STRAP, ROTOR	DM	EA	0				0	0	0	0		0.00
184	2600-4262	NEL - - -	SEGMENT ROTOR, LAMINA	DM	EA	0				0	0	0	0		0.00
185	2600-5116	NEL - - -	CHARTER ASSEMBLY	DM	EA	0				0	0	0	0		0.00
186	2600-515-526-8	NEL - - -	KEY, PL (500-515)	DM	EA	0				0	0	0	0		0.00
187	2600-5307	NEL - - -	SHIM, ROTOR COMP	DM	EA	0				0	0	0	0		0.00
188	2600-5304	NEL - - -	STRAP, ROTOR COMP	DM	EA	0				0	0	0	0		0.00
189	2600-5316-2	1630-00-524-4271	ROTOR, SEGMENT ASSY.	DM	EA	0				0	0	0	0		0.00
190	2600-531-1	5320-00-070-0271	SHIM, SHIM	DM	EA	0				0	0	0	0		0.00

Item	Part Number	Stock Number	Noun	WC U/I	Bin	Qty	Location #1	Bin	Qty	Location #2	Total	Filloc	Short	ERRC	Unit Price
191	2605791	1630-01-099-6736	ADAPTER, BLEEDER VALV	EA	3LIA	5	4840		3	8	0	0	0	0.00	
192	2605794	1631-01-068-0637	VALVE, HYD, BLEEDER	DM	EA	3			0	3	0	0	0	0.00	
193	2605937-3	1630-01-070-1401	CAP, PROTECTIVE	DM	EA	0			0	0	0	0	0	0.00	
194	2606005	NBL - - -	CARRIER	DM	EA	0			0	0	0	0	0	0.00	
195	2606006	1630-01-065-9469	CARRIER & PLUS ASSY	MS	EA	0			0	0	0	0	0	0.00	
196	2606006	1630-01-065-9469	HOLSTING	MS	EA	0			0	0	0	0	0	0.00	
197	2606016	1630-01-065-9469	HOUSING, BLEEDER VALV	MS	EA	5			0	5	0	0	0	0.00	
198	2606018	4820-01-070-9527	VALVE ASSY, SHUTTLE	DM	EA	8			0	8	0	0	0	0.00	
199	2606021	1630-01-068-8013	TORQUE TUBE	NR	EA	0			0	0	0	0	0	0.00	
200	2606022	1630-01-073-0594	END PLATE	DM	EA	0			0	0	0	0	0	0.00	
201	2606022-B	1630-01-073-0594	END PLATE ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
202	2606022-C	1630-01-078-5006	END PLATE ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
203	2606022-D	1630-01-078-5016	END PLATE ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
204	2606022-E	1630-01-073-5026	END PLATE ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
205	2606025	1630-01-069-0093	ROTOR ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
206	2606025-B	1630-01-069-0093	ROTOR ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
207	2606025-C	1630-01-069-0093	ROTOR ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
208	2606025-D	1630-01-069-0093	ROTOR ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
209	2606025-E	1630-01-069-0093	ROTOR ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
210	2606026	1630-01-069-4278	STATOR	DM	EA	0			0	0	0	0	0	0.00	
211	2606026-B	1630-01-069-4278	STATOR ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
212	2606026-C	1630-01-069-4278	STATOR ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
213	2606026-D	1630-01-069-4278	STATOR ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
214	2606026-E	1630-01-069-4278	STATOR ASSEMBLY	DM	EA	0			0	0	0	0	0	0.00	
215	2606027	1630-01-069-0092	PRESSURE PLATE	DM	EA	0			0	0	0	0	0	0.00	
216	2606027-B	1630-01-069-0092	PRESSURE PLATE ASSY.	DM	EA	0			0	0	0	0	0	0.00	
217	2606027-C	1630-01-069-0092	PRESSURE PLATE ASSY.	DM	EA	0			0	0	0	0	0	0.00	
218	2606027-D	1630-01-069-0092	PRESSURE PLATE ASSY.	DM	EA	0			0	0	0	0	0	0.00	
219	2606027-E	1630-01-069-0092	PRESSURE PLATE ASSY.	DM	EA	0			0	0	0	0	0	0.00	
220	2606028	5306-01-078-2920	BOLT, MACHINE	DM	EA	85			0	85	0	0	0	0.00	
221	2606047	5310-01-075-0987	NUT, SELF-LOCKING	DM	EA	0			0	0	0	0	0	0.00	
222	2606049-2	5320-01-076-5000	RIVET, SEMI-TUBULAR	DM	EA	0			0	0	0	0	0	0.00	
223	2606136-011	1630-01-116-2108	PACKING, PREFORMED	DM	EA	0			0	0	0	0	0	0.00	
224	2606136-012	5330-01-076-8128	PACKING, PREFORMED	DM	EA	4			0	4	0	0	0	0.00	
225	2606136-227	5330-01-095-5743	PACKING, PREFORMED	DM	EA	0			0	0	0	0	0	0.00	
226	2606320	5310-01-074-7460	WASHER, FLAT	DM	EA	0			0	0	0	0	0	0.00	
227	2606386	5330-01-118-9521	RETAINER, PAD INE	DM	EA	0			0	0	0	0	0	0.00	
228	2606389-2	1630-01-067-9260	FIN, ADJUSTER	DM	EA	0			0	0	0	0	0	0.00	
229	2606399	NBL - - -	RETAINER PAD INE	DM	EA	0			0	0	0	0	0	0.00	
230	2606455-671-B	NBL - - -	STA. PL. (.616-.645)	DM	EA	0			0	0	0	0	0	0.00	
231	2606455-671-C	NBL - - -	STATOR PL (.586-.616)	DM	EA	0			0	0	0	0	0	0.00	
232	2606455-671-D	NBL - - -	STATOR PL (.556-.586)	DM	EA	0			0	0	0	0	0	0.00	
233	2606455-671-E	NBL - - -	STATOR PL (.526-.556)	DM	EA	0			0	0	0	0	0	0.00	
234	2606456-645-B	NBL - - -	ROTOR PL (.590-.620)	DM	EA	0			0	0	0	0	0	0.00	
235	2606456-645-C	NBL - - -	ROTOR PL (.560-.590)	DM	EA	0			0	0	0	0	0	0.00	
236	2606456-645-D	NBL - - -	ROTOR PL (.530-.560)	DM	EA	0			0	0	0	0	0	0.00	
237	2606456-645-E	NBL - - -	ROTOR PL (.500-.530)	DM	EA	0			0	0	0	0	0	0.00	
238	2606457-6	5330-01-076-4959	PACKING, PREFORMED	DM	EA	0			0	0	0	0	0	0.00	
239	2606468	5330-01-076-4979	RETAINER, PAD INE	DM	EA	0			0	0	0	0	0	0.00	
240	2606497	5320-01-074-7488	RIVET	DM	EA	0			0	0	0	0	0	0.00	
241	2606498-415-A	NBL - - -	END PLATE (.405-.421)	DM	EA	0			0	0	0	0	0	0.00	
242	2606498-415-B	NBL - - -	END PLATE (.405-.421)	DM	EA	0			0	0	0	0	0	0.00	

Item	Part Number	Stock Number	Noun	MC	UCI	Bin	Qty	Location #1	Bin	Qty	Total	Alloc	Short	ERRC	Unit Price
243	2606498-416-C	NSL - - -	END PLATE (.380-.395)	DM			0			0	0	0	0	0.00	
244	2606498-416-D	NSL - - -	END PLATE (.365-.380)	DM			0			0	0	0	0	0.00	
245	2606498-416-E	NSL - - -	END PLATE (.350-.365)	DM			0			0	0	0	0	0.00	
246	2606515-523-C	NSL - - -	PRES. PLA. (.485-.500)	DM			0			0	0	0	0	0.00	
247	2606515-523-D	NSL - - -	PRES. PLA. (.470-.485)	DM			0			0	0	0	0	0.00	
248	2606515-523-E	NSL - - -	PRES. PLA. (.445-.470)	DM			0			0	0	0	0	0.00	
249	2606583	5300-01-076-9645	SPRING, HELICOIL	DM	EA 3X2C		23			0	23	0	0	0.00	
250	2606588	5310-01-076-8126	WASHER, FLAT	DM	EA 3X2B		22			0	22	0	0	0.00	
251	2606589	5315-01-076-5099	PIN, RELINE IND.	DM	EA 3X1C		58			0	58	0	0	0.00	
252	2606598	1630-01-081-2860	PISTON & BUSH, ASSY	DM	EA 3L2A		7			0	7	0	0	0.00	
253	2606606	1630-01-106-9711	SHIELD, HEAT	DM	EA SETUP		0			0	0	0	0	0.00	
254	2606607	1630-01-081-2879	COVER, PISTON	DM	EA 3L2A		10			0	10	0	0	0.00	
255	2606629	1630-01-076-7460	SHIELD, AUXILIARY	DM	EA SETUP		0			0	0	0	0	0.00	
256	2606679-012	5330-01-075-1005	RETAINER, PACKING	DM	EA		0			0	0	0	0	0.00	
257	2606758	1630-01-090-8777	RETAINER, COVER	DM	EA		0			0	0	0	0	0.00	
258	2606799-012	5330-01-075-1095	PISTON IND.	DM	EA 3X3B		17			0	17	0	0	0.00	
259	2606799-223	5330-01-076-4979	RETAINER, PACKING	DM	EA		0			0	0	0	0	0.00	
260	2607142	NSL - - -	TUBE, SUBASSY STATOR	DM	EA		0			0	0	0	0	0.00	
261	2607431	1630-01-186-2469	HEAT STACK	DM	EA SETUP		0			0	0	0	0	0.00	
262	2607431-A	1630-01-186-2469	HEAT STACK	DM	EA SETUP		0			0	0	0	0	0.00	
263	2607431-B	1630-01-186-2469	HEAT STACK	DM	EA		0			0	0	0	0	0.00	
264	2607431-C	1630-01-186-2469	HEAT STACK	DM	EA		0			0	0	0	0	0.00	
265	2607431-D	1630-01-186-2469	HEAT STACK	DM	EA		0			0	0	0	0	0.00	
266	2607431-E	1630-01-186-2469	HEAT STACK	DM	EA		0			0	0	0	0	0.00	
267	2607659-4	1630-01-206-6355	CAP	DM	EA 3X5A		0			0	0	0	0	0.00	
268	2607659-6	1630-01-206-6356	CAP, PROTECTIVE	DM	EA 3X6A		1			0	1	0	0	0.00	
SUB	R44371D06														
SUB	2608314-6														
SUB	1 R44117P-6														
269	2607665	1630-01-139-2806	INSERT, RJTOR	DM	EA		0			0	0	0	0	0.00	
270	2607666-1	NSL - - -	RIVET, TUBULAR	DM			0			0	0	0	0	0.00	
271	2608314-4	1630-01-206-6355	CAP, PROTECTIVE, BOTTOM	DM	EA 3X4S 3X5A		17			0	17	0	0	0.00	
SUB	R44117P-4														
SUB	R44271D-4														
SUB	2607659-4														
272	2608314-6	1530-01-206-6736	CAP, PROTECTIVE	DM	EA 3X4E		20			0	20	0	0	0.00	
273	2608314-6	1630-01-206-6356	CAP, PROTECTIVE, TOP	DM			0			0	0	0	0	0.00	
274	2608858	1630-01-216-4777	INSULATOR, PISTON	DM	EA		0			0	0	0	0	0.00	
275	261-223	NSL - - -	PLATE, STATOR	DM			0			0	0	0	0	0.00	
SUB	1 41111														
SUB	2 41113														
276	260768-2	NSL - - -	SPRING, PLATE ASSY	DM	EA 3X11-B		7			0	7	0	0	0.00	
277	260768-3	NSL - - -	SPRING, PLATE ASSY	DM	EA 3X11-B		7			0	7	0	0	0.00	
278	260768-4	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
279	260768-5	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
280	260768-6	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
281	260768-7	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
282	260768-8	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
283	260768-9	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
284	260768-10	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
285	260768-11	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
286	260768-12	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
287	260768-13	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
288	260768-14	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
289	260768-15	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
290	260768-16	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
291	260768-17	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
292	260768-18	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
293	260768-19	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
294	260768-20	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
295	260768-21	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	
296	260768-22	1630-01-186-2469	HEAT STACK	DM			0			0	0	0	0	0.00	

Item	Part Number	Stock Number	Num	MC	Loc #1	Qty	Bin	Loc #2	Qty	Total	Alloc	Short	Unit Price
287	274-43	4730-00-484-2184	FITTING	DM	EA	7E1A	111	0	111	0	0	0	0.00
288	274-54	4730-00-949-6576	FITTING, REDUCER	DM	EA	2E3A	169	0	169	0	0	0	0.00
289	274-78	4730-00-127-4040	FITTING, REDUCER (SM)	DM	EA	9K2A	16	0	16	0	0	0	0.00
290	274-81	4730-00-003-3296	FITTING, REDUCER	DM	EA	9A2B	19	0	19	0	0	0	0.00
291	281-01	5240-00-570-3692	LEE PLUG	DM	EA		0	0	0	0	0	0	0.00
SUB 1	291001												
292	281101	5340-01-212-5961	PLUG, FLUID PASSAGE	DM	EA		0	0	0	0	0	0	0.00
SUB 1	95318-22												
SUB 2	291101												
293	291001	5340-10-965-9817	PLUG, O/S	DM	EA		0	0	0	0	0	0	0.00
294	291101	5340-00-439-2298	PLUG, FLUID PASSAGE	DM	EA		0	0	0	0	0	0	0.00
295	281-52-44-063	5310-00-064-6347	WASHER, ADJUSTER	DM	EA		0	0	0	0	0	0	0.00
296	281-52-44-063	5310-00-064-6347	WASHER, ADJUSTER	DM	EA	8E12-M	259	0	259	0	0	0	0.00
297	301-4	1630-00-463-9730	PRESSURE PLATE	MR	EA	8E33-C	21	0	21	0	0	0	0.00
298	305-140	1630-00-463-4888	PARTS KIT	DM	EA	13D1A	17	0	17	0	0	0	0.00
299	311001	NSL - - -	LEE PLUG O.S.	DM	EA		0	0	0	0	0	0	0.00
300	31301	1630-00-304-5430	DIS, BRASS	DM	EA		0	0	0	0	0	0	0.00
301	317-7	1630-00-877-6902	STATOR	MR	EA	8316-A	113	0	113	0	0	0	0.00
SUB 1	7829228-10												
302	319-17	1630-00-401-5901H	ICRODE TUBE	MR	EA		0	0	0	0	0	0	0.00
303	32-374	1630-00-435-6093	DP, PISTON	DM	EA	7C1A	116	0	116	0	0	0	0.00
304	32-525	1630-01-274-4350	DP, PISTON	DM	EA		0	0	0	0	0	0	0.00
305	324-17	5340-00-931-7205E	PLUG, S-IPFINS	DM	EA	317A	51	0	51	0	0	0	0.00
SUB	30814-40												
306	329-15	1630-00-957-8991	9AC, ING PLATE ASSY	MR	EA	8E16-A	51	0	51	0	0	0	0.00
307	329-16-1	1630-00-264-0712	PRESSURE PLATE	MR	EA	8B16-A	1	0	1	0	0	0	0.00
308	3291919	5310-00-247-9415	NUT, SELF LOCKING	DM	EA	913A	146	0	146	0	0	0	0.00
SUB 1	4521245-9												
309	3345643	5305-00-206-5006	SCREW, CAP	DM	EA	9D1B	957	0	957	0	0	0	0.00
310	3347MS16094	5330-00-345-2992E	SEAL ASSY	DM	EA	1E3A	44	0	44	0	0	0	0.00
311	340-5-5	1630-00-401-5902	TORQUE TUBE ASSY	DM	EA	8E13-C	0	0	0	0	0	0	0.00
312	342-22	1630-00-784-5779EV	PAO LINDING ASSY	DM	EA		8	0	8	0	0	0	0.00
313	343101	5340-00-991-8072	PLUG, PIN	DM	EA		0	0	0	0	0	0	0.00
314	357018	7690-00-515-1426	DECAL, CERAMETALIC	DM	EA	BUILDUP	0	0	0	0	0	0	0.00
315	357065	1630-00-561-5022	LINING, CERAMETALIC	DM	EA		0	0	0	0	0	0	0.00
316	357086	1630-00-592-7865	LINING, CERAMETALIC	DM	EA		0	0	0	0	0	0	0.00
SUB 1	5-6712												
317	3591-20M410.335	NSL - - -	INSERT, HELICOL	DM	EA		0	0	0	0	0	0	0.00
318	38-104-14-13	NSL - - -	RIVET	DM	EA		0	0	0	0	0	0	0.00
319	38-204-04-13	5320-00-824-6634E	RIVET	DM	EA	2C1A	55	781C	0	55	0	0	0.00
SUB 1	MS24662-7												
320	4-52	1630-00-468-1727	PLATE, TORQUE ASSY	MR	EA	8E13-C	0	0	0	0	0	0	0.00
321	40-263	5360-00-672-2204E	SPRING, HELICAL	DM	EA	7E1A	95	0	95	0	0	0	0.00
322	40-439	5360-00-070-2452	SPRING, HELICAL	DM	EA		0	0	0	0	0	0	0.00
323	40-501	5360-00-464-7314	SPRING	DM	EA		0	0	0	0	0	0	0.00
324	40-629	5360-01-238-2742	SPRING	DM	EA		0	0	0	0	0	0	0.00
325	40726	7690-00-025-8653	DECAL, NAME PLATE	DM	EA	TEE*	150	0	150	0	0	0	0.00
326	41111	NSL - - -	PLATE, STICKER	DM	EA		0	0	0	0	0	0	0.00
327	41112	NSL - - -	DIS, SEWING	DM	EA		0	0	0	0	0	0	0.00
328	41113	1630-00-877-6912	STATOR DIS, ASSEMBLY	DM	EA		0	0	0	0	0	0	0.00
329	41118	1630-00-869-2227	PISTON	DM	EA		0	0	0	0	0	0	0.00
330	41119	1630-00-175-4342	DIS, SEWING	DM	EA		0	0	0	0	0	0	0.00

Item	Part Number	Stock Number	Name	QTY	Bin	Location #1	QTY	Bin	Location #2	Total Qty	Total Alloc	Total Short	Unit Price	EMRC
331	43-2919	5330-00-805-6722	NUT, SELF LOCKING FL.	DM	EA		0			0	0	0	0.90	
332	42-6720	NSL - - -	NUT, SELF LOCKING	DM	EA	404A	34			34	0	0	0.00	
333	42-6718	5330-00-805-6722	NUT, SELF LOCKING	DM	EA	404C	61			61	0	0	0.00	
334	43-1152	5305-01-043-2441LE	SCREW	DM	EA	781A	291			291	0	0	0.00	
335	43-458	5330-00-616-8219	SCREW SHOULDER	DM	EA	302A	204			204	0	0	0.00	
336	43-723	5306-00-229-3839	BOLT	DM	EA	701A	750			750	0	0	0.00	
337	43-735	1630-01-272-5162	INSULATOR ASSEMBLY	DM	EA		0			0	0	0	0.00	
338	442-1	1630-00-269-6495	PISTON 3 INSERT ASSY	DM	EA	305B	97			97	0	0	0.00	
339	45-198	1630-01-236-6295	TUBE	DM	EA		0			0	0	0	0.00	
340	48492	5365-00-598-5500	RING, RETAINING	DM	EA	R6-9-D	170			170	0	0	0.00	
341	5-048102	N.S.-L.-	GAP, PROTECTIVE	DM	EA	SETUP	0			0	0	0	0.00	
342	5-1-97	N.S.-L.-	FLUTE, INS. RUCION	DM	EA		0			0	0	0	0.00	
343	50-273	NSL - - -	ID PLATE	DM	EA		0			0	0	0	0.00	
344	50-299	1630-00-498-3225	IDENTIFICATION PLATE	DM	EA		0			0	0	0	0.00	
345	500-254	1630-00-255-8698	HEAT SHIELD, HOUSING	DM	EA	SETUP	0			0	0	0	0.00	
346	500-260	1630-01-037-4989	STATOR	DM	EA		0			0	0	0	0.00	
347	500-261	1630-01-037-4989	STATOR	DM	EA		0			0	0	0	0.00	
348	500-262	1630-01-037-4989	STATOR	DM	EA		0			0	0	0	0.00	
349	50-0263	1630-01-037-4989	STATOR	DM	EA		0			0	0	0	0.00	
350	500-263-2ACT	NSL - - -	PLATE, RAC. ING	DM	EA	403	52			52	0	0	0.00	
351	5-0-689	NSL - - -	DISC, ASST. BLEEDER	DM	EA	403C	0			0	0	0	0.00	
352	5-0-946	4820-00-255-7670	VALVE, SHUTTLE	DM	EA	444A	22			22	0	0	0.00	
353	500-955	1630-00-255-8698	HEAT SHIELD, HOUSING	DM	EA	403B	110			110	0	0	0.00	
354	500-959	5365-00-255-8698	HEAT SHIELD, HOUSING	DM	EA	403B	383			383	0	0	0.00	
355	500-963	1630-00-249-6848	RUSHING, HOUSING	DM	EA	404B	24			24	0	0	0.00	
356	500-964	1630-00-249-6848	RUSHING, HOUSING	DM	EA	404B	24			24	0	0	0.00	
357	500-968	5330-00-274-8766LE	PAC. ING, O-RING	DM	EA	1252A	110			110	0	0	0.00	
358	500-970	5365-00-262-7695LE	RETAINER, PAC. ING	DM	EA	1252C	110			110	0	0	0.00	
359	500-1027	5340-00-275-4485	INSULATOR, THERMAL	DM	EA	4A35	110			110	0	0	0.00	
360	500-1028	1630-00-228-0547	HOUSING, BLEEDER ADP	DM	EA	3N6A	10			10	0	0	0.00	
361	500-1029	5330-00-270-0742LE	PAC. ING, O-RING	DM	EA	1252B	44			44	0	0	0.00	
362	500-1030	5365-00-262-7695LE	RETAINER, PAC. ING	DM	EA	1252A	45			45	0	0	0.00	
363	500-1040	1630-00-257-7660	HOOPER, FEEDER	DM	EA	1404C	0			0	0	0	0.00	
364	500-1041	5330-00-271-8122	PAC. ING, O-RING	DM	EA	SETUP	0			0	0	0	0.00	
365	500-1042	1630-00-257-7665	VALVE, BLEEDER	DM	EA	14E2B	0			0	0	0	0.00	
366	500-1043	5330-00-272-6208LE	PAC. ING, PRE-DRUMED	DM	EA	15E7A	164			164	0	0	0.00	
367	500-1043	5330-00-272-6208	PAC. ING, PRE-DRUMED	DM	EA		0			0	0	0	0.00	
368	500-1112	1630-00-605-8704	HOUSING, BRAKE	DM	EA	AB17-A	0			0	0	0	0.00	
369	500-1132	5340-00-286-1032	RETAINER, INSULATOR	DM	EA	3N3C	213			213	0	0	0.00	
370	500-1152	1630-00-606-8705	TORQUE TUBE	DM	EA	AB17-A	3			3	0	0	0.00	
371	500-1178	1630-00-609-6042	PISTON BRACE	DM	EA	402A	33			33	0	0	0.00	
372	500-1179	1630-00-609-6043	INSULATOR, FISH	DM	EA	404C	50			50	0	0	0.00	
373	500-1180	1630-00-609-9545	BLUET, SPRING	DM	EA	404D	170			170	0	0	0.00	
374	500-1181	1630-00-609-9549	HOUSING, RET. BRN SPRNG	DM	EA	404E	9			9	0	0	0.00	
375	500-1182	5360-00-009-7953	SPRING, RET. BRN	DM	EA	404B	122			122	0	0	0.00	
376	500-1184	5306-00-437-1278	FIN, BRAKE RETURN	DM	EA	404D	33			33	0	0	0.00	
377	500-1186	1630-00-609-9550	BRIF. TUBE ASSY	DM	EA	403D	15			15	0	0	0.00	
378	500-1241	1630-00-609-9551	SLEEVE, CYL.	DM	EA	403A	16			16	0	0	0.00	
379	500-1242	1630-00-609-9552	SLEEVE, CYL.	DM	EA	403A	16			16	0	0	0.00	

Item	Part Number	Stock Number	Name	UOI	Bin	Qty	Location #1	Bin	Qty	Location #2	Total Alloc	Total Short	Unit Price
379	5001299	5340-00-183-6310	BRACKET, HOUSING	DM	EA	483A			0	0	0	0	0.00
380	5001663	5310-01-222-4119	RUSHING, TORQUE TUBE	DM	EA	1403A			0	0	0	0	0.00
381	5001675	NSL - - - - -	PLATE, IDENTIFICATION	DM	EA				0	0	0	0	0.00
382	5001701	1630-00-022-3634	PRESSURE PLATE SUBAS	MR	EA	AB17-A			0	0	0	0	0.00
383	5001702	1630-00-032-6102	ROTOR	MR	EA	AB17-A			0	0	0	0	0.00
384	5001703	1630-00-022-3074	STATOR	MR	EA	AB17-A			0	0	0	0	0.00
385	5001705	1630-00-092-2770	BACKING PLATE SUBASY	MR	EA	AB17-A			0	0	0	0	0.00
386	5001715	5330-01-230-3411	PACKING, PREFORMED	DM	EA	1484B			0	0	0	0	0.00
387	5001716	5330-01-224-8227	RETAINER, PACKING	DM	EA	1484C			0	0	0	0	0.00
388	5001717	5330-01-220-8711	PACKING, PREFORMED	DM	EA	1484A			0	0	0	0	0.00
389	5001724	1630-01-222-6230	TUBE, ADAPTER	DM	EA	14C3A			0	0	0	0	0.00
390	5001995	5365-01-054-5622LE	ADAPTER, BLEEDER	DM	EA	3J2A			412	0	413	0	0.00
391	5002012	1630-00-562-9139	SLEEVE	DM	EA				0	0	0	0	0.00
392	5002049	5330-01-053-5319LE	PACKING, PREFORMED	DM	EA	12E2B			24	0	24	0	0.00
393	5002227	1630-00-310-9815	TORQUE TUBE	MR	EA	R832-9			27	0	27	0	0.00
394	5002269	1630-00-123-8806	HOUSING, SUBASSY, BR	MR	EA	R832-9			29	0	29	0	0.00
395	5002275	1630-00-123-8804	PISTON, SUBASSY, PISTON	DM	EA	3M1A			23	0	23	0	0.00
396	5002275	1630-00-138-2567	SLEEVE, CYL.	DM	EA	3M2A			47	0	47	0	0.00
397	5002276	5330-00-138-6369LE	PACKING, O-RING	DM	EA	12F2D			110	0	110	0	0.00
398	5002277	5365-00-132-3717LE	RETAINER, PACKING	DM	EA	12F2C			198	0	198	0	0.00
399	5002452	NSL - - - - -	HOUSING, SUBASSY, ELY	DM	EA				0	0	0	0	0.00
400	5002454	N.S. - L. - - -	HOUSING, BRAKE	DM	EA	M3D1A			0	0	0	5	0.00
401	5002471	NSL - - - - -	PLATE, BACKING	DM	EA				0	0	0	0	0.00
402	5002472	1630-01-009-9486	BACKING PLATE	DM	EA	M3D2A			14	0	14	0	0.00
403	5002483	1630-00-132-2821	PLATE, BACKING	MR	EA	R832-9			21	0	21	0	0.00
404	5002496	5306-01-004-6411	PIN, BRONZ RETURN	DM	EA	9L1A			179	0	179	0	0.00
405	5002501	5360-01-009-5333	SPRING, HELICOIL COMP	DM	EA	9Y1A			93	0	93	0	0.00
406	5002502	1630-01-003-8922	HOUSING, RETURN SPRNG	DM	EA	9Y2A			147	0	147	0	0.00
407	5002503	1630-01-003-8923	RING, ADJUSTING	DM	EA	9Y3B			253	0	253	0	0.00
408	5002512	NSL - - - - -	PLATE, PRESSURE	DM	EA				0	0	0	0	0.00
409	5002513	1630-01-003-9104	PRESSURE PLATE	DM	EA	M3D4A			61	0	61	0	0.00
410	5002514	NSL - - - - -	PLATE, STATOR	DM	EA				0	0	0	0	0.00
411	5002515	1630-01-003-9105	STATOR	DM	EA	M3D2A			91	0	91	0	0.00
412	5002526	1630-01-003-8925	PLATE COVER, INLET	DM	EA	9L1B			27	0	27	0	0.00
413	5002564	1630-01-005-4188	PRESSURE PLATE	MR	EA	M3D1			0	0	0	1	0.00
414	5002565	1630-01-003-8638	STATOR	MR	EA	M2B2			16	0	16	0	0.00
415	5002631	9905-01-039-0490	PLATE, IDENTIFICATION	DM	EA				0	0	0	0	0.00
416	5002698	1630-00-567-8168	STATOR	DM	EA	R832-9			0	0	0	0	0.00
SUB 1	9633564												
417	5002804	9905-01-040-3887	PLATE, INSTRUCTION	DM	EA				0	0	0	0	0.00
418	5002855	1630-01-013-5283	HOLDER, SPRING	DM	EA	9Y1E			205	0	205	0	0.00
419	5002877	1630-01-222-5700	CHANNEL KEYSLOT	DM	EA				0	0	0	0	0.00
420	5002924	5365-01-220-0747	PLATE MOUNTING	DM	EA				0	0	0	0	0.00
421	5002928	5360-01-220-0375	SPRING HELICAL	DM	EA				0	0	0	0	0.00
422	5002929	5340-01-221-4618	HOLDER, SPRING	DM	EA				0	0	0	0	0.00
423	5002955	5330-01-224-8276	RETAINER, PACKING	DM	EA				0	0	0	0	0.00
424	5002957	5330-01-230-3412	PACKING, PREFORMED	DM	EA	14C3A			0	0	0	0	0.00
425	5003068	5340-01-220-6350	CLIP, ANTI-ROTATION	DM	EA	14C4A			0	0	0	0	0.00
426	5003051	5310-01-221-8706	WASHER RECESSED	DM	EA	14D1A			0	0	0	0	0.00
427	5003106	5261-01-015-7758	SLEEVE, CYL.	DM	EA	9J2A			49	0	49	0	0.00
SUB 1	5003348												
428	5003407	1630-00-013-5918	PISTON, BRONZ	DM	EA	3J1A			47	0	49	0	0.00

Item	Part Number	Stock Number	Desc	MC	UOI	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total	Alloc	Short	ERRC	Unit Price
429	5003113	5330-01-017-4437	PAD, INC, PREFORMED	DM	EA	1542E	74			0	74	0	0	0	0	0	0.00	0.00
430	5003114	5330-01-017-4445	RETAINER, PACKING	DM	EA	1542E	49			0	49	0	0	0	0	0	0.00	0.00
431	5003115	NSL - - -	HOUSING	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
432	5003122	1630-01-058-6152	TUBE, TORQUE	D1	EA	M7E2	240			0	240	0	0	0	0	0	0.00	0.00
	SUB	5003122-1																
433	5003122-1	1630-01-058-6152	TUBE, TORQUE	NR	EA		0			0	0	0	0	0	0	0	0.00	0.00
434	5003130	1630-01-059-7070	PLATE, BOLDING	NR	EA	M7E2	33			0	33	0	0	0	0	0	0.00	0.00
435	5003145-A	NSL - - -	DIS, ROT, (.58"- .610)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
436	5003145-B	NSL - - -	DIS, ROT, (.550"- .579)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
437	5003145-C	NSL - - -	DIS, ROT, (.520"- .549)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
438	5003145-D	NSL - - -	DIS, ROT, (.490"- .519)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
439	5003145-E	NSL - - -	DIS, ROT, (.460"- .489)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
440	5003145-F	NSL - - -	DIS, ROT, (.440"- .459)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
441	5003146-A	NSL - - -	PL, STATOR, (.580"- .610)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
442	5003146-B	NSL - - -	PL, STATOR, (.550"- .579)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
443	5003146-C	NSL - - -	PL, STATOR, (.520"- .549)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
444	5003146-D	NSL - - -	PL, STATOR, (.490"- .519)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
445	5003146-E	NSL - - -	PL, STATOR, (.460"- .489)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
446	5003146-F	NSL - - -	PL, STATOR, (.440"- .459)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
447	5003149-A	NSL - - -	FLATE, END, (.265"- .280)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
448	5003149-B	NSL - - -	FLATE, END, (.250"- .265)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
449	5003149-C	NSL - - -	FLATE, END, (.235"- .250)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
450	5003149-D	NSL - - -	FLATE, END, (.220"- .235)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
451	5003149-E	NSL - - -	FLATE, END, (.205"- .220)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
452	5003149-F	NSL - - -	FLATE, END, (.190"- .205)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
453	5003157	1630-01-027-9771	PAD, WEAR	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
454	5003159	1630-01-017-9854	PLATE, SURFACE, PRESED	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
455	5003160	- - -	PAD, WEAR	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
456	5003161	1630-01-017-9837	PAD, WEAR	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
457	5003162	1630-01-015-9042	FLATE, SURFACE, FACI L.	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
458	5003174	1630-01-945-1265	FOTOR	D1	EA	M7E6-F	0			0	0	0	0	0	0	0	0.00	0.00
	SUB	15543421																
459	5003195	5265-01-015-3655	SPRING, ADJUSTER	DM	EA	SETUP	0			0	0	0	0	0	0	0	0.00	0.00
460	5003229	1630-01-222-1472	HOUSING, SURFACE, (S)	NR	EA	M7E1	0		M7E1	0	0	0	0	0	0	0	0.00	0.00
461	5003288	1630-01-018-2003	INDICATOR, WEAR	DM	EA	3M4C	22			0	22	0	0	0	0	0	0.00	0.00
462	5003348	5365-01-115-9519	SLEEVE, CYLINDER P.O.	DM	EA	9J2A	25			0	25	0	0	0	0	0	0.00	0.00
463	5003411	1630-01-075-7463	HOUSING, RETURN SPIN	DM	EA	451B	95			0	95	0	0	0	0	0	0.00	0.00
464	5003497-1	1630-01-222-5352	HOUSING, SURFACE, (S)	DM	EA	14A1A	0			0	0	0	0	0	0	0	0.00	0.00
465	5003551	5330-01-053-2503	PAD, INC, PREFORMED	DM	EA	SETUP	0			0	0	0	0	0	0	0	0.00	0.00
466	5003552	5330-01-055-1207	RETAINER, P.O. (S)	DM	EA	SETUP	0			0	0	0	0	0	0	0	0.00	0.00
467	5003553	1630-01-055-2878	RING, WIPER	DM	EA	SETUP	0			0	0	0	0	0	0	0	0.00	0.00
468	5003601	6330-01-165-9244	HOUSING, SURFACE, (S)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
469	5003602	1630-01-165-9245	HOUSING, SURFACE, (S)	DM	EA		0			0	0	0	0	0	0	0	0.00	0.00
470	5003615	1630-01-222-5754	SLEEVE, CYLINDER	DM	EA	14E1A	0			0	0	0	0	0	0	0	0.00	0.00
471	5003616	1630-01-222-5755	PISTON, 554E	DM	EA	14E1A	0			0	0	0	0	0	0	0	0.00	0.00
472	5003618	1630-01-222-5756	INSULATOR, THERMAL	DM	EA	14E1A	0			0	0	0	0	0	0	0	0.00	0.00
473	5003620	5330-01-224-8026	PAD, INC, PREFORMED	DM	EA	14E2A	0			0	0	0	0	0	0	0	0.00	0.00
474	5003621	1630-01-222-8086	SCRAFER, PISTON	DM	EA	14E1A	0			0	0	0	0	0	0	0	0.00	0.00
475	5003622	5330-01-224-8039	RETAINER, FACI L.	DM	EA	14E1A	0			0	0	0	0	0	0	0	0.00	0.00
476	5003656	1630-01-067-6057	INSULATOR, THERMAL	DM	EA	9L1C	49			0	49	0	0	0	0	0	0.00	0.00
477	5003657	1630-01-063-2145	FOTOR	DM	EA	M7E1A	37			0	37	0	0	0	0	0	0.00	0.00
478	5003658	1630-01-164-5004	TOP, TUBE	DM	EA	M7E1A	46			0	46	0	0	0	0	0	0.00	0.00

Item	Part Number	Stock Number	Noun	-- Location #1 --			-- Location #2 --			Total			Unit Price
				Qty	Bin	Qty	Qty	Bin	Qty	Alloc	Short	Price	
479	5003707-2	1630-01-186-2477	WEAR IND. SUBASSY	DM	EA	344	6		0	0	0	0	0.00
480	5003708	NSL - - -	HOLDER, SPRING	DM	EA		0		0	0	0	0	0.00
SUB 5004821													
481	5003711	1630-01-109-8547	CHANNEL, DISK	DM	EA		0		0	0	0	0	0.00
482	5003717	1630-01-109-8547	CHANNEL, PLATE	DM	EA		0		0	0	0	0	0.00
483	5003718	5330-01-058-6879	RIVET	DM	EA		0		0	0	0	0	0.00
484	5003721	1630-01-052-5340	PISTON, SUBASSY, FRAME	DM	EA	33	0		0	0	0	0	0.00
485	5003722	1630-01-230-4358	PISTON, TAPERED	DM	EA		0		0	0	0	0	0.00
486	5003723	1630-01-052-5341	GRIP & PIN SUBASSY	DM	EA		0		0	0	0	0	0.00
487	5003728	1630-01-003-9921	GRIP TUBE ASSY	DM	EA	942A	49		0	0	0	0	0.00
488	5003806	1630-01-223-5366	TUBE, SUBASSEMBLY	DM	EA		0		0	0	0	0	0.00
489	5003809-1	1630-01-224-1104	PLATE, BACKING	DM	EA		0		0	0	0	0	0.00
490	5003832	5340-01-220-7407	RETAINER, INSULATOR	DM	EA	14D1E	0		0	0	0	0	0.00
491	5003861	1630-01-223-5353	WEAR INDICATOR	DM	EA	14E1B	0		0	0	0	0	0.00
492	5004476	NSL - - -	FAO, WEAR	DM	EA		0		0	0	0	0	0.00
493	5004477	NSL - - -	PLATE, STATOR	DM	EA		0		0	0	0	0	0.00
494	5004553	1630-01-106-9702	DISK SUBASSY, ROTOR	DM	EA		0		0	0	0	0	0.00
495	5004553-E	1630-01-028-4213	DISK SUBASSY, ROTOR	DM	EA		0		0	0	0	0	0.00
496	5004553-F	1630-01-028-4306	DISK SUBASSY, ROTOR	DM	EA		0		0	0	0	0	0.00
497	5004554	1630-01-084-4227	STATOR	DM	EA		0		0	0	0	0	0.00
498	5004554-E	1630-01-028-4316	DISK SUBASSY, STATOR	DM	EA		0		0	0	0	0	0.00
499	5004554-F	1630-01-028-4346	DISK SUBASSY, STATOR	DM	EA		0		0	0	0	0	0.00
500	5004557	1630-01-106-9701	END PLATE	DM	EA		0		0	0	0	0	0.00
501	5004557-E	1630-01-028-4376	PLATE, SUBASSY, END	DM	EA		0		0	0	0	0	0.00
502	5004557-F	1630-01-028-4366	PLATE, SUBASSY, END	DM	EA		0		0	0	0	0	0.00
503	5005064	1630-01-062-5336	DISK ADJUSTER	DM	EA	SETUP	0		0	0	0	0	0.00
504	5005069	1630-01-062-9734	PRESSURE PLATE	DM	EA		0		0	0	0	0	0.00
505	5005072	1630-01-083-0444	ROTOR	DM	EA		0		0	0	0	0	0.00
506	5005075	1630-01-082-7467	STATOR	DM	EA		0		0	0	0	0	0.00
507	5005077	1630-01-083-8230	END PLATE	DM	EA		0		0	0	0	0	0.00
508	5005576	1630-01-119-0828	SLEEVE, CYL.	DM	EA	SETUP	0		0	0	0	0	0.00
509	5005578-1	5340-01-282-7970	CLIP, BOLT RETAINING	DM	EA	14D1E	0		0	0	0	0	0.00
510	5006288	N.S.-L.- -	PLATE, IDENTIFICATION	DM	EA	317D	0		0	0	0	0	0.00
511	5006376	1630-01-165-9247	SWAGE ADJUSTER	DM	EA		0		0	0	0	0	0.00
512	5006599	5330-01-630-2442	SEAL ASSEMBLY	DM	EA	17C7	22		0	0	0	0	0.00
513	5006609	1630-01-222-5701	PLATE END DISH	DM	EA		0		0	0	0	0	0.00
514	5006611	1630-01-222-6318	CHANNEL, DRIVE	DM	EA		0		0	0	0	0	0.00
515	5006613	1630-01-222-6319	CHANNEL, KEYSLOT	DM	EA		0		0	0	0	0	0.00
516	5006628	1630-01-222-5702	PLATE END	DM	EA		0		0	0	0	0	0.00
517	5006630	1630-01-155-9315	DISK SUBASSEMBLY	DM	EA		0		0	0	0	0	0.00
518	5006631	1630-01-165-9316	DISK, SUBASSEMBLY	DM	EA		0		0	0	0	0	0.00
519	5006632	1630-01-165-9071	PLATE SUBASSEMBLY	DM	EA		0		0	0	0	0	0.00
520	5006636	1630-01-165-9074	PLATE SUBASSEMBLY	DM	EA		0		0	0	0	0	0.00
521	5006715	NSL - - -	TUBE SELF ADJUSTING	DM	EA		0		0	0	0	0	0.00
522	5006716	1630-01-165-9247	TUBE SUBASSEMBLY	DM	EA	14.10	0		0	0	0	0	0.00
523	5006717	5115-01-237-4368	PIA STAINLESS STEEL	DM	EA	14F14	0		0	0	0	0	0.00
524	5006726	NSL - - -	SEGMENT, SPACER	DM	EA		0		0	0	0	0	0.00
525	5006727	5310-01-219-7214	WASHER SPRING SEAT	DM	EA		0		0	0	0	0	0.00
526	5007751-0	NSL - - -	PL. PRESS. PLATE, 1/4"	DM	EA		0		0	0	0	0	0.00
527	5007751-E	NSL - - -	PL. PRESS. PLATE, 1/4"	DM	EA		0		0	0	0	0	0.00
528	5007751-F	NSL - - -	PL. PRESS. PLATE, 1/4"	DM	EA		0		0	0	0	0	0.00
529	5007751-G	NSL - - -	PL. PRESS. PLATE, 1/4"	DM	EA		0		0	0	0	0	0.00

Item	Part Number	Stock Number	Name	Qty	Unit	Location	Alt	Qty	Alt	Total	Alt	Short	Unit Price
530	5007901	1630-01-186-2482	SHIELD, HEAT	1	EA	701				1			0.00
531	5007904	1630-01-186-2484	PRESSURE PLATE	1	EA					1			0.00
532	5007905	NSL - - - -	PLATE, PRESS. END, SKY	0	EA					0			0.00
533	5007906-0	NSL - - - -	PL. PRESS. (.340)-.350	0	EA					0			0.00
534	5007909-E	NSL - - - -	PL. PRESS. (.333)-.340	0	EA					0			0.00
535	5007909-F	NSL - - - -	PL. PRESS. (.333)-.340	0	EA					0			0.00
536	5007909	9905-01-503-7799	PLATE, IDENTIFICATION	0	EA	1100				0		16	0.00
537	5007906	1630-01-186-2484	PLATE SUBASSY, PRESS.	0	EA					0		0	0.00
538	5007905	1630-01-276-9730	CHANNEL, DR. RETAINING	0	EA					0		0	0.00
539	5007907	1630-01-278-3285	CHANNEL, REVS. OT. END	0	EA					0		0	0.00
540	5007901	1630-01-146-7482	HEAT STACK	0	EA					0		0	0.00
541	5007907	1630-01-212-2944	CHANNEL, DISY	0	EA					0		0	0.00
542	5008532	1630-01-228-2644	STACK, REPLACEMENT	0	EA					0		0	0.00
543	5008596-1	5306-01-222-1617	BOLT, DOPED	0	EA	14028				0		0	0.00
544	5008858	5310-01-293-4900	NUT, BARREL	0	EA	14028				0		0	0.00
545	503551	5330-01-453-2903	PACKING, PREFORMED	0	EA					0		0	0.00
546	5042-3	3110-01-911-18710	CONE & ROLLERS TAPED	11	EA	15104				11		0	0.00
547	5041-86	NSL - - - -	PACKING, PREFORMED	0	EA					0		0	0.00
548	504540	5310-01-445-6679	NUT, SELF-LOCKING	100	EA	15050				100		0	0.00
549	510919	5365-01-770-7254	PLUG, INLET	43	EA	6026				43		0	0.00
550	511599	4730-01-142-1899	FLASHING, INLET	3	EA	5074				3		0	0.00
551	511820-10	5310-01-483-7814	WASHER	1	EA					0		0	0.00
552	511820-7	5310-01-494-3444	WASHER	25	EA	14070				25		0	0.00
553	511846-4	5310-01-754-1824	WASHER, BLEEDER	0	EA	922				0		0	0.00
554	511846-5	5310-01-433-7819	WASHER	1	EA					0		0	0.00
555	512064	5340-01-483-7814	INSERT, SCREW THREAD	549	EA	3328				549		0	0.00
556	512132	5360-01-487-7817	SPRING, LEAVE RELEASE	0	EA					0		0	0.00
557	513502	1630-01-689-8902	PISTON & HEAT SHIELD	203	EA	1114				203		0	0.00
558	513509	1630-01-854-1881	PIN, ECCENTRIC	56	EA	1514				56		0	0.00
559	513510	1630-01-524-4271	ROD, SEGMENT ROSS	0	EA					0		0	0.00
560	513512	NSL - - - -	SCREW, SOLID	0	EA					0		0	0.00
561	52-032-159029	5315-01-225-5820	ROLL PIN	0	EA					0		0	0.00
562	53-251	1630-01-275-9718	CLIP	0	EA					0		0	0.00
563	533-1	1630-01-236-6297	WEDGE PIN ASSEMBLY	0	EA					0		0	0.00
564	54-216	1630-01-639-2726	SLEEVE, END STIFF	0	EA					0		0	0.00
565	54-271-1	1630-01-441-2234	SLEEVE	0	EA					0		0	0.00
566	54-272-1	1630-01-464-947	SLIDE	44	EA	7074				44		0	0.00
567	54-289	1630-01-127-4041	SLEEVE	46	EA	9414				46		0	0.00
568	54-413	1630-01-274-4279	SLEEVE, PISTON	0	EA					0		0	0.00
569	55-017	5360-01-220-1736	SPRING, HELICAL	0	EA					0		0	0.00
570	56-54	5340-01-853-0908	RETAINING, SPRING	0	EA					0		0	0.00
571	56-612	5330-01-241-1311	RETAINING, PISTON	54	EA	1514				54		0	0.00
572	56-911	1630-01-249-4315	RETAINER-CLIP	0	EA					0		0	0.00
573	56-914	1630-01-241-5627	RETAINER, SPRING	0	EA					0		0	0.00
574	56-915	1630-01-243-7279	RET. PIN (TUSE)	0	EA					0		0	0.00
575	56-921	1630-01-232-6124	RETAINER, PISTON	0	EA					0		0	0.00
576	56-923	5310-01-035-9469	WASHER, BLEEDER	0	EA					0		0	0.00

Item	Part Number	Stock Number	Name	PC	QTY	Location #1	Loc	Qty	Location #2	Qty	Alloc	Total	Short	ERRC	Unit Price
625	78-226	5320-01-236-8120	RIVET	EA							0	0	0		0.00
627	79-75	5320-01-150-9387	RIVET	EA							0	0	0		0.00
628	78-80	5320-01-887-1227	RIVET, FLATHEAD	EA							0	0	0		0.00
	SUB 1 541899														
	SUB 2 7929171-15														
629	78-0068	NSL - - -	SLEEVE, REPAIR	DM			6			0	0	0	0		0.00
630	7829171-01	5320-01-070-0770	RIVET	EA			0			0	0	0	0		0.00
	SUB 1 7829171-03														
631	7829171-03	5320-01-070-0771	RIVET	EA			0			0	0	0	0		0.00
632	7829171-05	5320-01-132-3477	RIVET	EA			0			0	0	0	0		0.00
633	7829229-10	1630-01-070-5121	STATER DISK ASSEMBLY	NR			0			0	0	0	0		0.00
634	78128-015-4	5320-01-641-1067	SEAL COMPONENT	DM			24			0	24	0	0		0.00
635	80-281	5310-01-209-0462	WASHER, FLAT	DM			294			0	294	0	0		0.00
636	80-486	5310-01-935-3685	WASHER	EA			0			0	0	0	0		0.00
		5310-01-135-9048	WASHER	EA			63			0	63	0	0		0.00
638	8121183-01	5365-01-146-77141E SHIM, SPECIAL	DM	EA			0			0	0	0	0		0.00
639	8121183-02	NSL - - - SHIM	DM	EA			0			0	0	0	0		0.00
640	8121183-03	5365-01-144-3404	SPACE PLATE	DM	EA		0			0	0	0	0		0.00
641	8121183-05	5740-01-147-7899LE BRACKET ANGLE	DM	EA			0			0	0	0	0		0.00
642	8121183-16	5340-01-166-0724LE BRACKET ANGLE	DM	EA			0			0	0	0	0		0.00
643	8121395-01	3120-01-139-3734LE BUSHING O/S	EA	EA			0			0	0	0	0		0.00
644	8121395-02	3120-01-141-0893LE BUSHING, C/S	DM	AR			0			0	0	0	0		0.00
645	8221111-01	NSL - - - PLT, TORQUE ELT.	DM	EA			0			0	0	0	0		0.00
646	8533131	1630-01-899-574C SLEEVE, CYLINDER	DM	EA			0			0	0	0	0		0.00
647	8631424-4	1630-01-244-7181	HEAT SHIELD ASSY	DM	EA		0			0	0	0	0		0.00
648	86-4237	NSL - - - GUIDE, SPRING	DM	EA			0			0	0	0	0		0.00
649	8745810-01	NSL - - - BUSHING, BOLT HOLES	DM				0			0	0	0	0		0.00
		NSL - - - BUSHING, BOLT HOLES	DM				0			0	0	0	0		0.00
651	9	5340-01-726-2214	CAP PLUG	DM	EA		14218			0	0	0	0		0.00
652	90940-012	5330-01-131-8408	PAD, INS, O-RING				SETUP			0	0	0	0		0.00
653	90958-3	5330-01-131-8407	PAD, INS, O-RING				SETUP			0	0	0	0		0.00
654	931004-1	5310-01-857-888C	WASHER, LOCK	EA			0			0	0	0	0		0.00
655	903370-1	NSL - - - SCREW, MACHINE	EA	EA			0			0	0	0	0		0.00
		NSL - - - WASHER, FLAT	EA				0			0	0	0	0		0.00
657	93-109	1630-01-625-6272	PLATE	DM			RB32-A			0	42	0	0		0.00
658	93-112	1630-01-626-6277	PLATE, PRESSURE	DM			RB32-A			0	9	0	0		0.00
659	93-338	NSL - - -	PLATE, INS. BUSHUP	DM			0			0	0	0	0		0.00
660	93-375	NSL - - -	PLATE, INS. BUSHUP	DM			0			0	0	0	0		0.00
661	93-383	1630-01-454-2386	PLATE, BUSHUP	NR	EA		RB32-C			40	54	0	0		0.00
662	9310319	5365-01-487-7895LE SPRING, ADJUSTING PIN	DM	EA			11E44			0	36	0	0		0.00
663	9310741	5360-01-483-7960	SPRING, BRAKE RELEASE	DM	EA		0			0	0	0	0		0.00
664	9310573	5315-01-218-8809	PIN, ADJUSTING	DM	EA		0			0	0	0	0		0.00
		3120-01-517-8933LE GUIDE, SPRING	DM	EA			0			0	0	0	0		0.00
665	9310807	5360-01-534-6562LE SPRING, BRAKE RELEASE	DM	EA			0			0	0	0	0		0.00
666	9310808	5365-01-281-9885	RING, RETAINER	DM	EA		0			0	0	0	0		0.00
667	9310831	5365-01-449-0905	RING, RETAINING THRE	DM	EA		0			0	0	0	0		0.00
668	9310832	4730-01-449-0906	NOT, ADJUSTING PIN	DM	EA		1E24			0	173	0	0		0.00
669	9310894	4730-01-449-0906	NOT, ADJUSTING PIN	DM	EA		1E24			0	0	0	0		0.00
670	9310895	4730-01-449-0906	NOT, ADJUSTING PIN	DM	EA		1E24			0	8	0	0		0.00
671	9310897	4730-01-449-0907	NOT, ADJUSTING PIN	DM	EA		1E24			0	0	0	0		0.00
672	9310943	1630-01-443-0906	SPRING, ADJUSTING PIN	DM	EA		1017D			0	16	0	0		0.00
673	9310943	1630-01-443-0906	SPRING, ADJUSTING PIN	DM	EA		1017D			0	78	4	0		0.00
674	9310943	1630-01-443-0906	SPRING, ADJUSTING PIN	DM	EA		1017D			0	0	0	0		0.00

Item	Part Number	Stock Number	Name	MC	JOT	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total	Alloc	Short	ERRC	Unit Price
675	9521158	1630-00-436-9946	RING, RETAINER	DM	EA		0			0			0	0	0	0	0.00	0.00
676	9521157	4730-00-482-7959	BUSHING, BLEEDER	DM	EA	507D	68			102		190	0	0	0	0	0.00	0.00
SUB 2 9525594																		
677	9520019	1630-00-483-7954	GUIDE SUBASSY, DISK	DM	EA	1042A	4			0		4	0	0	0	0	0.00	0.00
678	9521407	1630-00-710-1546	LINING, BRAKE, SEGMENT	DM	EA	1042A	6			0		6	0	0	0	0	0.00	0.00
679	9521408	1630-00-710-0700	LINING, BRAKE, ROLLER	DM	EA	1042A	10			0		10	0	0	0	0	0.00	0.00
680	9521402	1630-00-748-2917	PISTON SUBASSY	DM	EA	1042A	21			0		21	0	0	0	0	0.00	0.00
681	9521519	5325-00-218-8835	BUTTON, SNAP FASTENER	DM	EA	501	79			0		79	0	0	0	0	0.00	0.00
682	9521519	- - -	BUTTON, SNAP FASTENER	DM	EA	RB10-E	0			0		0	0	0	0	0	0.00	0.00
683	9521539	1630-00-031-4389	LINING, BRAKE	DM	EA		0			0		0	0	0	0	0	0.00	0.00
SUB 1 64530118																		
SUB 2 9521539-1																		
684	9521539-1	1630-01-229-3580	LINING, BRAKE	DM	EA	1062A	34			0		34	0	0	0	0	0.00	0.00
685	9521541-2	1630-01-249-0040	LINING, BRAKE	DM	EA	1061A	42			0		42	0	0	0	0	0.00	0.00
686	9521542	1630-00-617-3230	PACING PLATE SUBASSY	DM	EA	RB31-D	9			0		9	0	0	0	0	0.00	0.00
687	9521702	4730-00-729-7514	NUT, ADJUSTING PIN	DM	EA	501A	493			0		493	4	0	0	0	0.00	0.00
688	9521751	1630-00-748-6087	PISTON SUBASSY	DM	EA	1042A	13		1001A	61		74	0	0	0	0	0.00	0.00
689	9521769	1630-00-332-3740	SPACER, ADJUSTING SHP	DM	EA	1012A	0			0		0	0	0	0	0	0.00	0.00
690	9521946	5310-00-558-3339	WASHER, FLAT	DM	EA		0			0		0	0	0	0	0	0.00	0.00
691	9521958	5345-00-346-2330	RING, RETAINER	DM	EA		0			0		0	0	0	0	0	0.00	0.00
692	9522022	5325-00-304-5417	BUTTON, SNAP FASTENER	DM	EA		0			0		0	0	0	0	0	0.00	0.00
693	9522023	1630-00-702-5783	FIN, ADJUSTING	DM	EA		0			0		0	0	0	0	0	0.00	0.00
694	9522056	1630-00-304-5418	GUIDE, SPRING	DM	EA		0			0		0	0	0	0	0	0.00	0.00
695	9522057	5345-00-515-0638	RING, RETAINER	DM	EA		0			0		0	0	0	0	0	0.00	0.00
696	9522063	3179-00-517-8932	BEARING, SLEEVE	DM	EA		0			0		0	0	0	0	0	0.00	0.00
697	9522134	1630-00-216-5525	ADAPTER, BLEEDER	DM	EA	462B 501A	404			0		404	0	0	0	0	0.00	0.00
698	9522166	1630-00-031-4384	PISTON	DM	EA		0			0		0	0	0	0	0	0.00	0.00
SUB 1 9522058																		
699	9522211	5305-00-215-8060	SCREW, CONNECTOR	DM	EA		0			0		0	0	0	0	0	0.00	0.00
700	9522212	5310-00-209-2525	WASHER, COUNTERSINK	DM	EA	504A	100			0		100	2	0	0	0	0.00	0.00
701	9522213	5310-00-209-2524	WASHER, COUNTERSINK	DM	EA	504B	100			0		100	3	0	0	0	0.00	0.00
702	9522214	1630-00-035-4821	SPACER, ADJUSTING PIN	DM	EA	503D	60			0		60	4	0	0	0	0.00	0.00
703	9522266	1630-00-373-5506	PLATE, LOCK	DM	EA	1042A	121			0		121	0	0	0	0	0.00	0.00
704	9522415	5306-00-678-1961	BOLT, INTERNAL WRENCH	DM	EA	5E1A	100			0		100	3	0	0	0	0.00	0.00
705	9522416	5346-00-298-1274	BOLT, INTERNAL WRENCH	DM	EA	5E2A	100			0		100	2	0	0	0	0.00	0.00
706	9522468	1630-00-348-5763	PISTON, OVERSIZE	DM	EA		0			0		0	0	0	0	0	0.00	0.00
707	9523034	NSL - - -	HOUSING SUBASSY	DM	EA		0			0		0	0	0	0	0	0.00	0.00
708	9523609	5315-00-713-6457	PIN, NUT STOP	DM	EA	502E	125			0		125	0	0	0	0	0.00	0.00
709	9523796	5310-00-820-7022	WASHER	DM	EA	601C	0			0		0	0	0	0	0	0.00	0.00
710	9523771	1630-00-572-7695	PISTON SUBASSY	DM	EA	501A	68			0		68	4	0	0	0	0.00	0.00
711	9525461	3120-00-722-8674-E	BUSHING, TORQUE ARM	DM	EA		0			0		0	0	0	0	0	0.00	0.00
SUB 1 9525685																		
SUB 2 66033000-07901																		
712	9525463	NSL - - -	WASHER	DM	EA		0			0		0	0	0	0	0	0.00	0.00
713	9525464	5360-00-946-3680	SPRING, RETURN	DM	EA	501A	168			0		168	0	0	0	0	0.00	0.00
714	9525466	1620-00-567-8140	HOUSING, SPRING	DM	EA	501	373			0		373	0	0	0	0	0.00	0.00
715	9525467	1620-00-789-6240	PIN, RETURN SPRING	DM	EA	5L2A	478			0		478	0	0	0	0	0.00	0.00
716	9525468	1620-00-567-8147	HOUSING, SPRING	DM	EA	5J1A	731			0		731	0	0	0	0	0.00	0.00
717	9525495	1630-00-899-5748	INSUL. ATOM. PISTON	DM	EA	614A	24			0		24	0	0	0	0	0.00	0.00
718	9525501	5315-01-035-8553	STUD, LOCATING SCREW	DM	EA	4L1A	226			0		226	0	0	0	0	0.00	0.00
719	9525502	5315-01-035-8954	STUD, LOCATING SCREW	DM	EA	4L2A	82			0		82	0	0	0	0	0.00	0.00
720	9525503	1620-00-899-5755	COLLETER, SPRING	DM	EA	4F1A	927			0		927	0	0	0	0	0.00	0.00

Part's File Listing
October 27, 1989
Friday

Page 16

Item	Part Number	Stock Number	Name	MC	UOI	Bin	Qty	Location #1	Bin	Qty	Location #2	Bin	Qty	Total	Alloc	Short	Unit Price
721	9525504	5305-00-899-5759	RING, RETAINING	DM	EA	6E2A	499							0	0	0	0.00
722	9525504	5305-00-899-5759	RING, RETAINING				0							0	0	0	0.00
723	9525504	5305-00-899-5759	RING, RETAINING				530	FB06-B						0	0	0	0.00
724	9525505	1630-00-899-5754	PIN, BRAKE RETURN	DM	EA	6D3A	312							0	0	0	0.00
725	9525514	5305-00-761-1959	TUBE, WEAR INDICATOR	DM	EA	6D2F	115							0	0	0	0.00
726	9525558	1630-00-226-2266	GUIDE, SPRING	DM	EA	412B	637							0	0	0	0.00
727	9525559	5305-00-059-3397	SPACER, GRIP	DM	EA	412A	547							0	0	0	0.00
728	9525561	5310-00-924-8413	WASHER, SPRING RET.	DM	EA	462C	400							0	0	0	0.00
729	9525562	1630-00-226-2368	BUSHING, SPRING RET	DM	EA	4F1A	598							0	0	0	0.00
730	9525591	5305-01-035-7724	SPACER, BOLT	DM	EA	4L2C	20							0	0	0	0.00
731	9525603	9905-00-057-1880	PLATE, INSTRUCTION	DM	EA		0							0	0	0	0.00
732	9525641	1630-00-927-5526	INSULATOR, DISK				0							0	0	0	0.00
733	9525811	5300-00-226-2367	SPRING, RETURN	DM	EA	4E1A	2000							0	0	0	0.00
734	9525816	5310-00-930-5173	WASHER	DM	EA	5A4B	444							0	0	0	0.00
735	9525945	1630-00-899-5748	INSULATOR, PISTON	DM	EA	RB06-D	119							0	0	0	0.00
736	9526053	1630-01-015-5792	WIPER PISTON	DM	EA	RB17-B	0							0	0	0	0.00
737	9526054	1630-00-567-8136	INSULATOR, PISTON	DM	EA	5A4C	519							0	0	0	0.00
738	9530597	1630-00-449-0922	DISK, BRAKE ROTOR	DM	EA	RB27-B	54							0	0	0	0.00
SUB 1 23301																	
739	9530657	1630-00-247-4631	DISC, BRAKE ROTOR	DM	EA		0							0	0	0	0.00
740	9530923	1630-00-310-1555	DISK, BRAKE	DM	EA		0							0	0	0	0.00
741	9530932	1630-00-310-0557	HEAD, CYL.	DM	EA	10F1A	12							0	0	0	0.00
SUB AL 9531304																	
742	9530964	1630-00-035-4827	CARRIER SUBASSY, CTR	DM	EA	RB31-D	9							0	0	0	0.00
743	9531109	1630-00-304-5430	DISK, BRAKE	DM	EA	RB21-B	0							0	0	1	0.00
SUB 1 21301																	
744	9531368	1630-00-341-7094	LINE, BRAKE, PISTON	DM	EA	LINE 1	0							0	0	4	0.00
745	9531369	1630-00-341-7095	LINE, BRAKE, SEGMENT	DM	EA	LINE 1	0							0	0	4	0.00
746	9533051	1630-00-567-8154	TUBE, INSULATOR	DM	EA		0							0	0	0	0.00
747	9533061	3120-00-688-8797	BUSHING, TORQUE TUBE	DM	EA		0							0	0	0	0.00
SUB 1 8121395-01																	
748	9533062	1630-00-567-8153	BUSHING,	DM	EA		0							0	0	0	0.00
SUB 1 8121395-03																	
749	9533073	NSL - - -	NUT, RETURN SPRING	DM			0							0	0	0	0.00
750	9533121	5300-01-035-6520	NUT PLATE, RETAINING	DM	EA	4L2A	57							0	0	0	0.00
751	9533122	1630-00-992-0369	PISTON	DM	EA	6C1A	24							0	0	0	0.00
752	9533131	1630-00-899-5743	SLEEVE, CYL.	DM	EA	6F1A	0							0	0	0	0.00
SUB 1 9542977																	
753	9533133	1630-00-899-5763	HOLDER, SPRING	DM	EA	6B1A	442							0	0	0	0.00
754	9533134	5305-01-035-2375	SPRING, BRAKE RETURN	DM	EA	4J1A	14							0	0	0	0.00
755	9533204	5304-01-076-9009	ROD, BRAKE	DM	EA	4J2A	28							0	0	0	0.00
756	9533357	1630-00-226-2364	PISTON	DM	EA	411A	269							0	0	0	0.00
757	9533359	1630-00-226-2263	LINE, CYL.	DM	EA	4G1B 4D1A	300							0	0	0	0.00
758	9533447	1630-00-945-1265	DISK, ROTATING	DM	EA		0							0	0	0	0.00
759	9533564	NSL - - -	DISK SUBASSY, STATOR	DM	EA		0							0	0	0	0.00
760	9533565	1630-00-567-8168	STATOR	DM	EA	RB26-B	54							0	0	0	0.00
761	9533593	1630-00-899-5792	BUSHING, INLET	DM	EA	6C2A	2							0	0	0	0.00
762	9533594	1630-00-899-5787	ADAPTER, BLEEDER	DM	EA	6D2D	57							2	0	0	0.00
SUB 1 5000689																	
763	9537666	1630-00-567-8179	END, WEAR	DM	EA		0							0	0	0	0.00
764	9537667	1630-00-567-8164	PRESSURE PLATE	DM	EA	RB25-E	117							0	0	0	0.00
765	9537668	1630-00-567-8162	PACKING PLATE	DM	EA	6C3-E	18							0	0	0	0.00

(24)(3)
(12)(2)

208
(96)(5.38)(530) = 273,734.40
293 537.60
567, 292.00
(654e)(3198)(520)
110, 171.10
(has spent) 677453.10

LAST
IF THE HONORABLE TROOP AS JOIN
THESE ARE THE HONORABLE TROOP HONORABLE
LAWYER

Brake Assy

B52- 160 to 180 per quarter.

VE REL	PRICE PER	QTY	REPAIR COST	REPLACE ENT COST	QTY
0	15874A	1630011242873	136.00\$	392.53	0
00B0052	15068A	1630007776698	1547.00\$	6649.00	411
00C0130	15327A	1630008254794	1935.00\$	6452.40	148
00C0141	15161A	1630008810815	3170.00\$	9000.14	72
00F0106	15107A	1630006588038	1417.00\$	1913.00	0
00F0111	15295A	1630000827955	4032.00\$	10678.00	98
A10A	15752A	1630010627046	2259.00\$	7365.99	154
A7D	74568A	1630004100858	5386.00\$	8907.49	88
AD37	16776A	1630008473731	989.00\$	2751.90	22
B-52 ACFT	36192A	1630008691784	235.00\$	423.12	119
C-KC135	15054A	1630000585242	1481.00\$	5510.50	220
C130/C123	15639A	1630010054188	144.00\$	296.04	116
C5A	15698A	1630010414570	3265.00\$	35525.73	61
E3A	15266A	1630010098475	3286.00\$	6637.79	18

3.1.12

3.1.12

QTY	PROD	QTY	IDENTITY	REPAIR	REPLACE	REPAIR	REPLACE	QTY	QTY
QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY
✓ E77	19061A	163000098075	3284.00\$						
✓ F-4	89257A	1630004983225	122.00\$	229.25				14	
		1630004983225	122.00\$						
		1630004983225	122.00\$						
		1630004983225	122.00\$						
✓ F005E	15576A	1630001473854	1179.00\$	4874.86				15	
		1630001473854	1179.00\$						
		1630001473854	1179.00\$						
		1630001473854	1179.00\$						
✓ F106	15595A	1630001651029	1207.00\$	7320.21				0	
		1630001651029	1207.00\$						
		1630001651029	1207.00\$						
		1630001651029	1207.00\$						
✓ 15621A		1630006712838	91.00\$	169.10				0	
		1630006712838	91.00\$						
		1630006712838	91.00\$						
		1630006712838	91.00\$						
✓ F111	15536A	1630008578991	175.00\$	319.30				0	
		1630008578991	175.00\$						
		1630008578991	175.00\$						
		1630008578991	175.00\$						
✓ F111C	15583A	1630008329088	4393.00\$	9077.00				14	
		1630008329088	4393.00\$						
		1630008329088	4393.00\$						
		1630008329088	4393.00\$						
✓ FB111A	15521A	1630008562073	176.00\$	342.60				31	
		1630008562073	176.00\$						
		1630008562073	176.00\$						
		1630008562073	176.00\$						
✓ FD135	15162A	1630002692622	1271.00\$	5350.00				225	
		1630002692622	1271.00\$						
		1630002692622	1271.00\$						
		1630002692622	1271.00\$						
✓ T0038	15387A	1630005557525	1148.00\$	2037.00				85	
		1630005557525	1148.00\$						
		1630005557525	1148.00\$						
		1630005557525	1148.00\$						

Max Fife getting No.

B 52

BACKING PLATE ASSEMBLY 1630005470116

ROTOR SEGMENT ASSY 1630003482771

STATOR PLATE ASSY 1630005756750

MAX
CALL
2.00
3.1
TIME
MAX

3574
9564

752

B-52 BRAKE ASSY
16219N

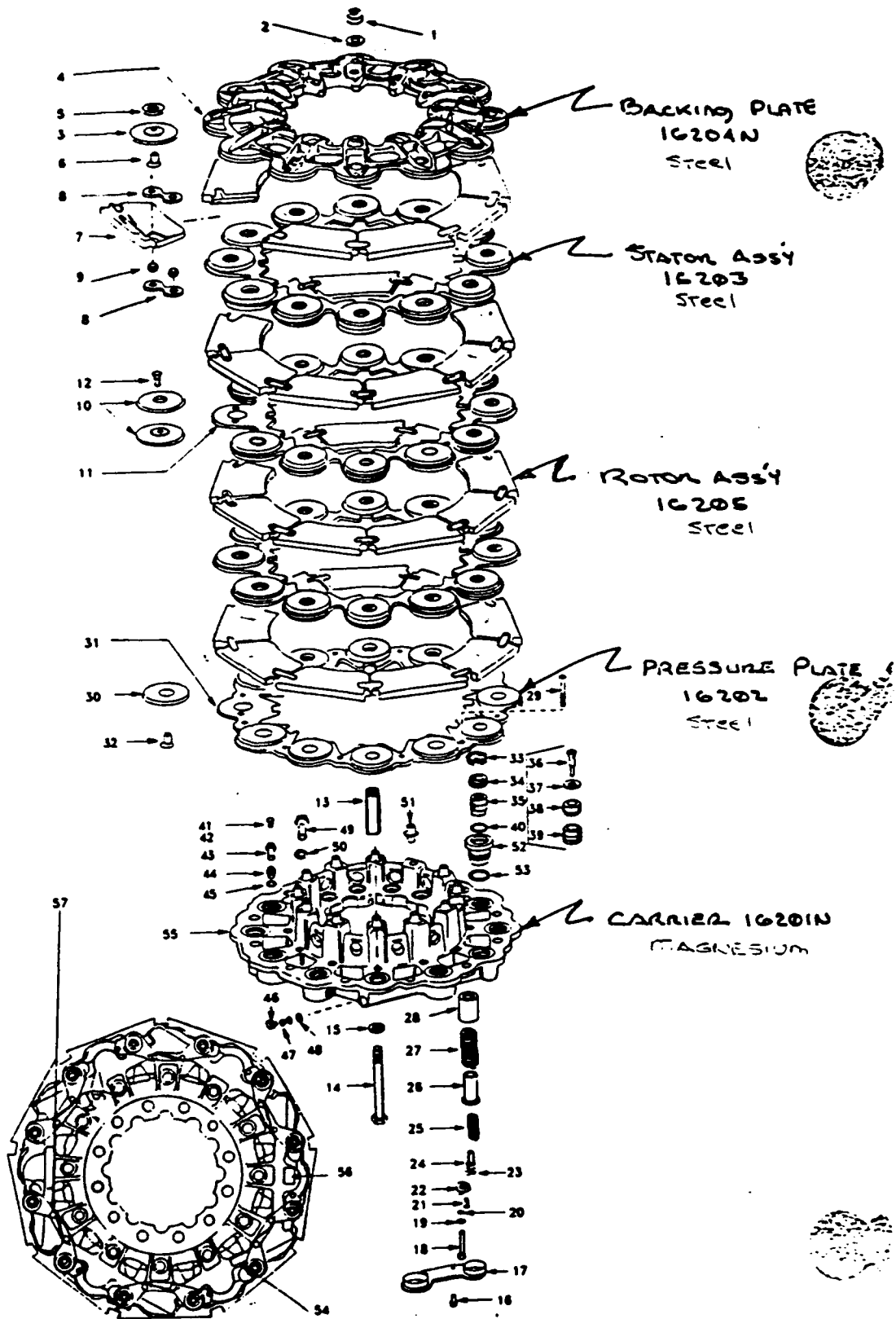


Figure 3-1. Exploded View of Brake Assembly

B-52

FAX TRANSMITTAL FORM

MESSAGE # _____

DATE 11/17/89TO: Mc Donnell Douglas Corp Chuck Crawford
NAME ORGANIZATION314 925-3491
TELEPHONEFROM: Dan Skew COALC/MAWSS
NAME ORGANIZATION801-777-3584
TELEPHONENUMBER OF PAGES 3

COMMENTS:

003

DATE: 89/11/17 12:43:03

QR22612: END ITEM RECORD LISTED

DATE: 89/11/17 12:38:35

[illegible]

2713: END OF SELECTED DATA HAS BEEN REACHED

11/18/89 11:53 MAWJ NO.001 002
 QR2061 END ITEM RECORD DATE: 89/11/17 12:37:06

LIST BY - EI-IDENT 1630007776698
 * PRODUCTION-NBR 15068A
 - PSSD MNP69J PRODUCTION-NBR
 PDN EI-IDENT NOUN ERRC EICN STK-LST-PRICE MASTER-NSN
 15068A 1630007776698 BK-B52 T 3 6644.00 1630007776698 15 30
 PSSD PTC WTC S P PCN DPC PRI MIEC DMC DSM PMS IMS EI-LBR-STD EI EI
 MNP69J MANELH MAWWT 2 4 AJEFCO T 2D 04 P IAD LJJ 14.900 BN BN
 O/P DAQTY FAQTY GAQTY SFD AFD CONX-S CONX-M CQCON-S CQCON-M CQCOO NQCOO
 A 1173 28 1.00 215 178
 RACOO ORD-Q INT-M CQAWMS CQAWMM CQAWM CQAWFS CQAWPM CQAWP BO1-3 BO4-15
 41 10
 CQOWOS CQOWOM CQOWO CQINDS CQINDM CQIND CQCMPS CQCMPM CQCMP EI-SALE-P
 131 131 88 88 17 17 1577.00
 F4 - LIST EI F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT EI F13 - HELP SF16 - LOGOFF

QR22612: END ITEM RECORD LISTED

QR2071 PRODUCTION HISTORY REVIEW DATE: 89/11/17 12:42:14

LIST BY: * PRODUCTION-NBR: 15068A FYQ: ---
 - FYQ: 874 PRODUCTION-NBR: ---
 - PSSD: --- PRODUCTION-NBR: ---

PDN	FYQ	IND-S	IND-M	CMP-S	CMP-M	OWO-S	OWO-M	COND-S	COND-M	EI-LAB-STD
15068A	874	39	0	41	0	53	0	0	0	28.5
15068A	881	188	0	82	0	159	0	0	0	28.5
15068A	882	120	0	75	0	131	0	0	0	28.7
15068A	883	129	0	129	0	117	0	0	0	28.6
15068A	884	224	0	113	0	208	0	0	0	28.6
15068A	891	1	0	48	0	158	0	0	0	28.6
15068A	892	0	0	74	0	83	0	0	0	28.6
15068A	893	118	0	101	0	93	0	0	0	28.4
15068A	894	236	0	188	0	60	0	0	0	28.1
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0

F4 - LIST PROD HISTORY F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT PROD HST F13 - HELP SF16 - LOGOFF

QR22713: END OF SELECTED DATA HAS BEEN REACHED

STEEL Brakes

STD. Hours

(6.5 hrs) avg based on
STANDARDS

6817	B-52	530
21758	A-37	22
JAN 6 NOT 3000 1 year	F-106	
-	T-33	
-	F-100	
233433	KC-135	443
473968	A-70	88
97580	T-38	85
-	T-39	
W502	F-111	98
722	F-5	122
347886	A-10	164
286380	C-130	264
228240	C-141	72
59148	E-3A	18

REPAIR DATA ON BRAKES

WS	APPL	EI IDENTITY	PRODUCT NUMBER	REPAIR COST	REPLACEMENT COST	TOTAL COMPLETED FOR 1959	TOT'L SPENT		
F4		1630000983225	19257A	1122	22975	114	1708		
B32		163000777698	15069A	1547	6644	111	6358		
		1630003691784	34172A	235	42312	119	27965		
C130		1630003254794	15327A	1935	645240	148	286380		
		1630010054188	15439A	194	29604	114	16704		
C19		1630002810815	15141A	3170	100014	72	228240		
F111		1630000827755	15298A	4032	10678	98	395136		
F0111		1630000832908	15523A	4393	9077	14	61502		
		16300008502073	15521A	176	34260	31	5456		
KC135		1630002692622	15162A	1271	5350	223	283433		
		1630000586242	15084A	1481	551050	220	325920		
A10		1630010627040	15752A	2259	736599	154	341836		
A7		16300004100858	74561A	5386	890744	88	473968		
A37		16300008473731	16776A	989	275190	22	21758		
C6		1630010414570	15198A	3265	3552573	11	199165		
E3A		1630010098475	19264A	3286	613779	18	59148		
F5E		1630001473854	15576A	1179	487480	15	21222		
T38		163000557523	15287A	1198	2037	85	97580		
							347881		

1 2 3 4 5 6 7

FOR chuck crawford

	PROD # FY89				
	LABOR → 28.6	20.1	35.4	25.1	
	Q	Q ₂	Q ₃	Q ₄	Y
15068A →	48	74	101	188	411
	59	40	10	10	119
	LABOR 3.3	3.3	3.9	4.0	

info on parts avail next

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TITANIUM
SS=S STEEL
SYN=SYNTHETIC
LD=LEAD

WASH STATE FM 2024

BILL OF MATERIALS

15068A

三、

[illegible]

30-Oct-89

BLDG 505/507

PAGE 2

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITAN=TITANIUM
SS=STAINLESS STEEL
SYN=SYNTHETIC
LW=LEAD

BS2 M16 BRK ASSY BILL OF MATERIALS

15048A

* = M1

ROUTED ITEM	LOW LEVEL CODE	PART NUMBER	STOCK NUMBER	VENOR CODE	DESCRIPTION	UNIT	PER ASSY	OF MEAS	DATE	CONTROL	CHG NUMBER	PENDING ACTION	PENDING ACTION	PENDING ACTION
AL	1.1	149575	1630003482862	35284	1. PISTON, ASSEMBLY	112	1	EA						
SS	1.2	149609	5315010853906	35284	1. PIN, INSULATOR HOLD DOWN	11	1	EA						
SS	1.2	149793	2940011004899	30076	1. COVER, INSULATOR	11	1	EA						
SS	1.2	149791	1630010923121	35284	1. INSULATOR, PISTON	11	1	EA						
AL	1.2	149538	N.S.L.	35284	1. PISTON AND INSERT ASSEMBLY	11	1	EA						
	1.3	149479	2810004314117	16640	1. PISTON	11	1	EA						
	1.3	153373	N.S.L.	16640	1. PISTON	11	1	EA						
	1.3	IC-2997-012	5340005821825	17853	1. CLIP, SPEED	11	1	EA						
	1.1	165201	1630003482862	121849	1. PISTON ASSEMBLY	112	1	EA						
	1.2	149609	5315010853906	35284	1. PIN, INSULATOR HOLD DOWN	11	1	EA						
	1.2	149793	N.S.L.	35284	1. COVER, INSULATOR	11	1	EA						
	1.2	260868	5315010853906	106848	1. INSULATOR, PISTON	11	1	EA						
	1.2	149538	1630012164777	35284	1. PISTON AND INSERT ASSEMBLY	11	1	EA						
	1.3	149479	2810004314117	16640	1. PISTON	11	1	EA						
	1.3	153373	N.S.L.	16640	1. PISTON	11	1	EA						
	1.3	IC-2997-012	5340005821825	17853	1. CLIP, SPEED	11	1	EA						
	1.1	1721FMR160AT	5330005544426LE	172902	1. T SEAL	112	1	EA						
	1.1	1600P21604181	5330010210874	30781	1. T SEAL	112	1	EA						
	1.1	16528775-216	5330004410231	196906	1. PACKING, PREFORMED	112	1	EA						
	1.1	146937	1630003704969	35284	1. BLEEDER SOREN ASSEMBLY	11	1	EA						
	1.2	1653266-60	5305007208429	196906	1. SOREN, MACHINE	11	1	EA						
	1.2	1653207-260	5305000889044	196906	1. SOREN, MACHINE	11	1	EA						
	1.2	1653338-43	5310000453296	196906	1. LOCKWASHER	11	1	EA						
	1.2	146938	1630003704970	35284	1. SOREN, BLEEDER	11	1	EA						
STL	1.2	146936	1630004349242	35284	1. ADAPTER, BLEEDER SOREN	11	1	EA						
	1.1	16528778-3	5330008337485	196906	1. PACKING, PREFORMED	11	1	EA						
	1.1	1652465-155	5315002341856	196906	1. COTTER PIN	112	1	EA						
	1.1	149168	5305006386432	35284	1. PLUG, THREADED	16	1	EA						
	1.1	149169	1630003417067	35284	1. PLUG, PACKING	16	1	EA						
	1.1	16528775-010	5330005840266	196906	1. PACKING, PREFORMED	11	1	EA						
	1.1	152016	N.S.L.	35284	1. CARRIER ASSEMBLY	11	1	EA						
	1.2	150552	1630005918344	35284	1. PIN, TORQUE	112	1	EA						
	1.2	153755	3120006625060LE	35284	1. BUSHING, SLEEVE	112	1	EA						
	1.2	154411021	3120006625060LE	198747	1. BUSHING, SLEEVE	112	1	EA						
	1.2	153790	N.S.L.	35284	1. BUSHING, SLEEVE	112	1	EA						
	1.2	159644273	3120007233428LE	198747	1. BUSHING, SLEEVE	112	1	EA						
	1.2	165124663	5340001416710	196906	1. SOREN THREAD INSERT	11	1	EA						
	1.2	165124658	5340002913493	196906	1. SOREN THREAD INSERT	11	1	EA						
	1.2	1651209C-20	N.S.L.	196906	1. HELICOIL	112	1	EA						
	1.2	165120824-20	5340002862458	196906	1. HELICOIL	112	1	EA						
	1.2	1586250	5340004120018	183324	1. SLIP INSERT	112	1	EA						
	1.2	25020-12	5340002007694	173957	1. TAP LOCK INSERT	112	1	EA						
	1.2	1651209C1-15	5340006803762	183303	1. HELICOIL	112	1	EA						
	1.2	165120821-15	5340005973304	196906	1. HELICOIL	112	1	EA						
	1.2	1651209C4-15	5340007540847	196906	1. HELICOIL	112	1	EA						
	1.2	16528905-SC-7	N.S.L.	196906	1. ROSAN INSERT	112	1	EA						
	1.1	152017	N.S.L.	196906	1. CARRIER	11	1	EA						
STL	1.1	165409	4870004877401BE	165409	1. ADAPTER, SCREW INJECT	11	1	EA						

80/20 MATRIX OGDEN, UTAH

PCN	NO. OF WCDs	NOUN	NO. OF COMPLETIONS			
			FY89-1	FY89-2	FY88-3	FY88-4
26337A	30	F-15 M.L.G.	6	4	9	9
26338A	30	F-15 M.L.G.	12	5	9	5
74568A	5	A-7 BRAKE ASSY	34	18	-	18
25425A	3	A-10 MAIN WHEEL ASSY	53	45	33	20
15686A	3	A-10 NOSE WHEEL ASSY	48	70	19	19
15139A	3	B-52 MAIN WHEEL ASSY	33	3	17	61
15526A	3	B-52 MAIN WHEEL ASSY	38	-	50	38
69595A	3	B-52 MAIN WHEEL ASSY	108	11	274	237
15746A	3	C-141 NOSE WHEEL ASSY	21	23	105	114
62922A	3	C-141 NOSE WHEEL ASSY	14	20	29	22
62923A	3	C-141 NOSE WHEEL ASSY	44	50	104	126
62927A	3	C-141 NOSE WHEEL ASSY	183	146	107	129
19588A	4	F-15A&B NOSE WHEEL ASSY	98	100	124	211
26183A	4	F-15A&B NOSE WHEEL ASSY	94	94	42	1
69794A	4	F-15A&B NOSE WHEEL ASSY	35	16	76	-
15641A	2	F-4 BRAKE HOUSING	122	58	21	163
17402A	24	F-15 N.L.G.	9	17	31	23
17142A	26	B-52 M.L.G.	19	14	19	20
17143A	26	B-52 M.L.G.	19	19	20	32
69855	1	B-52 M.L.G.				
16836	25	F-4 M.L.G.	41	29	68	69
16837	25	F-4 M.L.G.	44	22	46	70
TOTAL	230		1090	765	1212	1412
22	(141)	NOT ON 80/20 BUT PART OF AS-IS TO THE ACTUAL WORKLOAD				
(27)						

80/20 MATRIX OGDEN, UTAH

PCN	NO. OF WCDS	NOUN	NO. OF COMPLETIONS			
			FY89-1	FY89-2	FY88-3	FY88-4
74521A	21	C-141 N.L.G.	15	23	18	9
74528A	1	C-141 N.L.G.	12	4	10	10
17575A	59	C-5A M.L.G.	5	3	6	3
17576A	59	C-5A M.L.G.	4	4	7	5
17577A	59	C-5A M.L.G.	3	3	2	5
17578A	59	C-5A M.L.G.	3	2	4	1
74652A	6	C-5A M.L.G.	12	-	1	-
74692A	26	C-5A M.L.G.	6	13	-	1
72877A	38	C-5A N.L.G.	2	2	3	2
15295A	4	F-111 BRAKE	46	42	44	65
15519A	1	F-111 BRAKE	22	94	57	35
15583A	6	F-111 BRAKE	8	1	6	9
68521A	3	C-130 NOSE WHEEL (NAVY)	94	38	37	45
62405A	3	C-130 NOSE WHEEL (NAVY)	50	16	32	115
15757A	3	C-130 NOSE WHEEL (NAVY)	48	60	31	48
16123A	10	C-130 BALL SCREW ASSY	24	51	35	35
17527A	14	A-70 M.L.G.	17	6	12	19
17595A	14	A-70 M.L.G.	-	1	-	-
25874A	4	F-16 M.L.G. BRAKE ASSY	81	205	110	49
26411A	1	F-16 M.L.G. BRAKE ASSY	200	240	400	202
15161A	5	C-141 BRAKE ASSY	19	18	63	63
TOTAL						
21	359		665	826	878	721
(30)	(81)	NOT ON 80/20 BUT PART OF AS-IS TO THE ACTUAL WORKLOAD				

80/20 MATRIX OGDEN, UTAH

PCN	NO. OF WCDS	NOUN	NO. OF COMPLETIONS			
			FY89-1	FY89-2	FY88-3	FY88-4
26642A	23	F-16 N.L.G.	7	11	-	2
42626A	23	B-52 TIP	5	3	2	5
83317A	6	F-16 NLG UPPER DRAG BRAKE ASSY	8	4	-	21
17478A	19	T-38 N.L.G.	26	20	10	30
17451A	9	KC-135 M.L.G.	24	12	21	14
17313A	10	KC-135 M.L.G.	11	14	30	18
17239A	11	KC-135 M.L.G.	25	16	24	26
17327A	10	KC-135 M.L.G.	28	23	32	30
17347A	4	KC-135 M.L.G.	19	27	55	33
17348A	4	KC-135 M.L.G.	35	26	38	34
17245A	1	KC-135 M.L.G.	74	47	88	100
17407A	1	KC-135 M.L.G.	59	33	47	46
69554A	1	KC-135 M.L.G.	45	28	1	-
69657A	12	KC-135 M.L.G.	15	10	1	1
16915A	6	KC-135 M.L.G.	20	25	-	1
69549A	1	KC-135 M.L.G.	40	50	1	50
69354A	14	KC-135 M.L.G.	30	37	42	38
17357A	10	KC-135 M.L.G.	26	26	35	25
15359A	5	KC-135 M.L.G.	93	18	584	144
15468A	4	KC-135 M.L.G.	532	100	266	481
15523A	3	FB-111 MAIN WHEEL ASSY	13	19	-	-
25737A	13	F-16 M.L.G.	29	29	22	35
26111A	1	F-16 M.L.G.	10	24	4	24
TOTAL	191		1174	602	1303	1158
23						

80/20 MATRIX OGDEN, UTAH

PCN	NO. OF WCDS	NOUN	NO. OF COMPLETIONS			
			FY89-1	FY89-2	FY88-3	FY88-4
25874A	9	F-16 HOUSING BRAKE ASSY	81	205	110	49
26413A	1	F-16 HOUSING BRAKE ASSY	300	360	600	303
26411A	1	F-16 BRAKE ASSY	200	240	400	202
15752A	7	A-10 BRAKE ASSY	36	54	50	21
15068A	5	B-52 BRAKE ASSY	48	74	129	113
36192A	1	B-52 BRAKE ASSY	59	40	122	80
17474A	22	T-38 M.L.G.	10	4	2	-
17476A	21	T-38 M.L.G.	6	7	8	-
17568A	2	T-38 M.L.G.	100	-	-	-
15327A	7	C-130 BRAKE ASSY	35	29	48	64
15728A	2	C-130 BRAKE ASSY	62	19	2	3
26560A	1	F-15 A/B BRAKE ASSY	444	210	162	120
26559A	1	F-15 A/B BRAKE ASSY	592	280	216	160
15485A	9	F-4 MAIN WHEEL ASSY	50	225	216	54
16267A	3		57	8	88	39
16266A	3		129	6	79	62
17354A	24	F-111 N.L.G.	9	9	4	7
19937A	21	A-10 N.L.G.	16	10	12	8
15752A	2	A-10 N.L.G.	36	54	50	21
15698A	9	C-5A M.L.G. BRAKE ASSY	7	20	22	5
72896A	1	C-5A M.L.G. BRAKE ASSY	199	60	-	-
TOTAL	95		2567	1914	2320	1311

BREAKDOWN OF PCNS FOR 80/20 LIST

<u>TYPE OF WORK</u>	<u>NO. OF PCNS</u>	<u>NO. OF WCDS</u>
MISTR ITEMS OWNED BY RCCS TO BE PROCESS CHARACTERIZED	117	1095
TEMPORARY	37	37
MANUFACTURE	15	15
PDM	13	13
MISTR ITEMS OWNED BY ARMAMENT	10	52
MISTR ITEMS OWNED BY HYDRAULICS	23	42
TDY	1	1

80/20 MATRIX OGDEN, UTAH

PCN	NO. OF WCDS	NOUN	NO. OF COMPLETIONS			
			FY89-1	FY89-2	FY88-3	FY88-4
16019A	27	F-4 N.L.G.	20	6	2	7
17565A	19	C-141 M.L.G.	26	20	25	34
74524A	12	C-141 M.L.G.	24	8	20	6
16283A	12	C-141 M.L.G.	30	18	31	34
74553A	1	C-141 M.L.G.	25	8	3	30
74516A	1	C-141 M.L.G.	23	28	4	13
69136A	1	C-141 M.L.G.	53	32	69	67
74527A	12	C-141 M.L.G.	25	14	34	37
90101A	9	C-5A&B WHEEL (M)	230	300	265	294
72898A	7	C-5A&B WHEEL (M)	45	26	34	31
17567A	8	KC-135 N.L.G.	-	-	-	1
69354A	6	KC-135 N.L.G.	30	37	42	38
17357A	4	KC-135 N.L.G.	26	26	35	25
17467A	1	KC-135 N.L.G.	26	26	35	25
15359A	4	KC-135 M.L.G.	93	18	584	144
15468A	2	KC-135 M.L.G.	532	100	226	481
15592A	3	KC-135 M.L.G.	132	73	13	81
15387A	4	T-38 BRAKE ASSY	24	17	27	10
15162A	5	KC-135 BRAKE ASSY	74	94	78	48
15054A	5	KC-135 BRAKE ASSY	44	66	55	13
15603A	1	KC-135 BRAKE ASSY	109	100	154	60
19844A	11	C-130 N.L.G.	33	10	10	30
TOTAL 22 (23)	155 (62)	NOT ON 80/20 BUT PART OF AS-IS TO THE ACTUAL WORKLOAD	1624	1027	1746	1509

B-52 Brake Assy

16219N

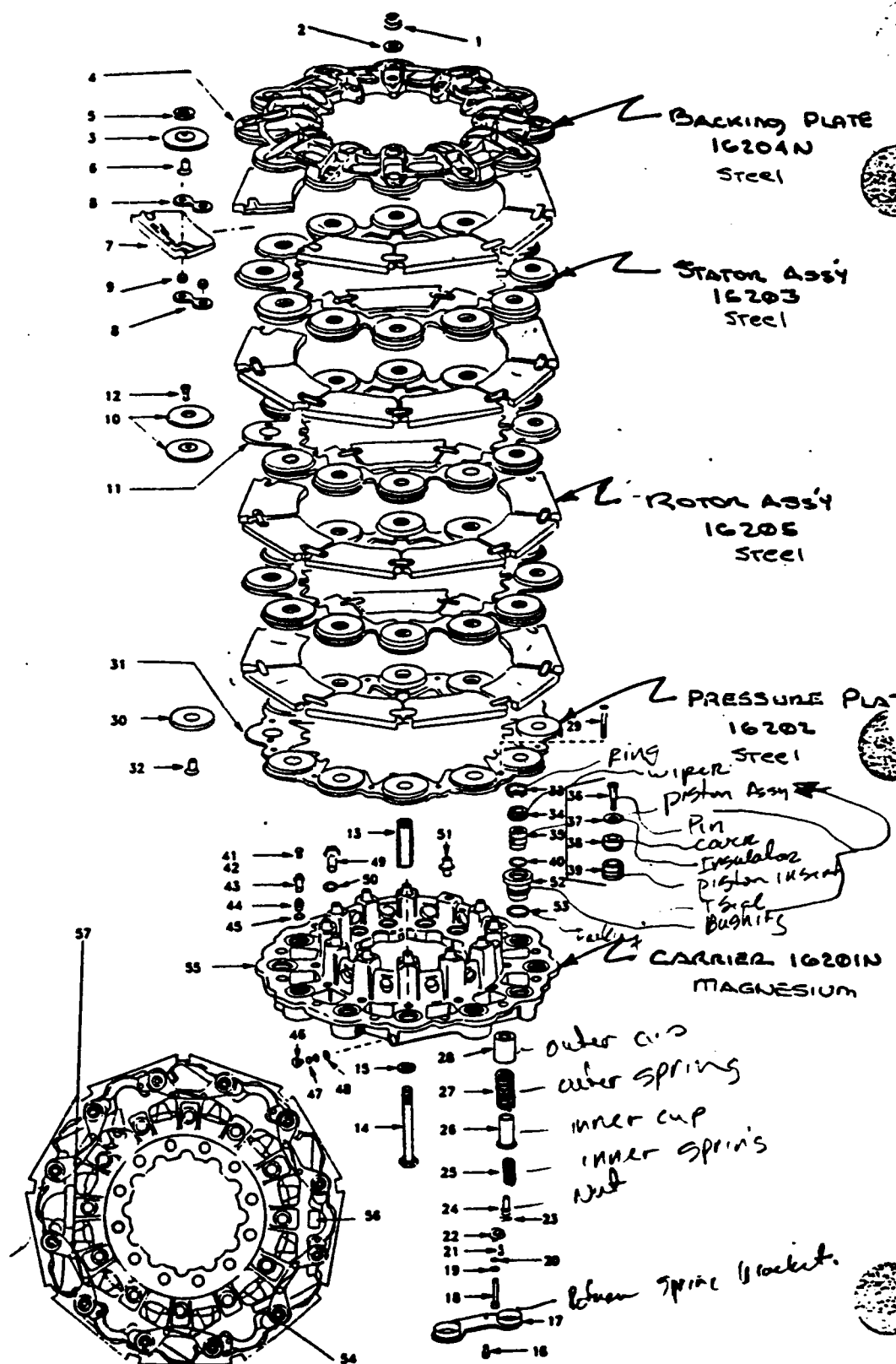


Figure 3-1. Exploded View of Brake Assembly

B-52

REPAIR DATA ON DECKS

W3	APL	SI IDENTITY	PRODUCT NUMBER	REPAIR COST	REPLACEMENT COST	TOTAL COMPLETED FOR 1989	TOTAL SPENT				
	841	163000483225	15161A	122	22925	14	1708				
	852	163000777698	15061A	1547	4014	411	635817				
	878	1630007691734	15172A	235	42312	119	27965				
	878	1630007854794	15127A	1479	645248	148	844899				
	878	1630010034125	15129A	144	29004	114	14784				
	878	163000810815	15161A	3170	700014	72	223240				
	878	163000827735	15298A	4022	10678	98	395136				
	878	1630008329088	15222A	4393	9071	14	211502				
	878	1630008502073	15221A	176	34240	31	5556				
	878	1630008692622	15162A	1271	5350	222	253433				
	878	1630000383242	15084A	1481	551050	220	325820				
	878	1630010627040	15752A	2259	736599	154	347836				
	878	1630004100353	74541A	5386	390744	88	473963				
	878	1630008472731	14774A	989	275190	22	21758				
	878	1630010414570	15198A	3265	355252	01	199165				
	878	1630010096475	19204A	3284	613779	18	59148				
	878	1630001473854	15574A	1179	487490	115	21222				
	878	1630005537523	15281A	1148	2037	25	97530				
							3423331				

BRAKE EVALUATION SHEET

1 2 3 4 5 6

BRAKE C/U		PRESSURE PLATE		COST PER UNIT	NUMBER OF UNITS COMPLETED PER YEAR					
1	T 38	15387A								
2	KC 135	15162A 1515054A		40613						
3	F 4	87257A								
4	F 5 E	15576A								
5	F 111	15536A 15296A								
6	F 111	15621A 15583A								
7	F 106	15107A 15585A 1521A								
8	E 3A	19266A								
9	C 141	15161A								
10	C 130	15639A 15327A		24300						
11	C-5 MND	15698A								
12	B 52	36192A 15068A		8300						
13	A 7	74568A								
14	A 37	16776A 15874A								
15	A 10	15762A		27155						
16										
17										
18										
19										
20										
21										
22										
23										
24										
25										
26										
27										
28										
29										
30										

BRAND	PRESSURE PLATE C/O	COST PER UNIT	NUMBER OF UNITS COMPLETED PER YEAR
T 35	15387A		
K 135	15162A 15054A	40613	
P 4	87257A		
F 5E	15576A		
F 111	15536A 15296A		
FQ 111	15621A 15583A		
F 106	15107A 15585A 15424A		
E 3A	19266A		
C 141	15161A	24300	
C 130	15639A 15327A		
C 5 MND	15693A		
B 52	15192A 15068A	8300	
A 7	74528A		
A 37	1676A 15874A		
A 10	15762A	27155	

30-021-89

BLDG 505/507

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TITANIUM
SS=S STEEL
SYN=SYNTHETIC
LD=LEAD

T-130 BRAKE ASSY

BILL OF MATERIALS

15327A

三
二
一

[illegible]

BL06 505/507

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TI TANIUM
SS=S STL
SYN=SYNTHETIC
LD=LEAD

C141 ML6 BRAKE ASSEMBLY

15161A

三、

ROUTED	LOW LEVEL	PART	STOCK	VENDOR	NOMENCLATURE	UNITS/UNIT	YIELD/SQAP	PART NAME	REV	EFFECTIVITY	TECH DRO	PENDING	PENDING	PENDING	AFTD 22
ITEM	CODE	NUMBER	NUMBER	CODE		PER : OF RATE	FACTOR TYPE	CODE LEVEL	CONTROL	DATE	CNG	103	ACTION	ACTION	
						ASSY HEAD:		R,D,C:			NUMBER				
0		9560789	1630008010815	73942	BRAKE ASSEMBLY	1	EA								
STL	1	167N189	5310009044133	73942	.NUT, SELF-LOCKING	11	EA								
	1	M51415A-09	531001PAE9220	96906	.NUT, SELF LOCKING	11	EA								
STL	1	9522816	5310009305173	73942	.WASHER	11	EA								
STL	1	16V59-103	5304009A41214	73942	.BOLT, BRAKE	11	EA								
	1	9533648	1620005678162	73942	.PLATE BUMPER, BRACKETING A DO	11	EA								
	1	16V18812	5320009146210	73942	.RIVET	14	EA								
	1	16V18813	5320009125862	73942	.RIVET	14	EA								
	1	9533646	1630005678139	73942	.P.WO. WEAR	22	EA								
	1	9542382	N.S.L.	73942	.PLATE, BACKLING	11	EA								
	1	5003174	1630009451265	23500	.DIBK, NOTATING	7	EA								
	1	5002698	1630005678168	23500	.DIBK BUMPER, STATOR	16	EA								
	1	16V18814	5320009414068	73942	.RIVET	14	EA								
	1	5004476	N.S.L.	73942	.P.WO. WEAR	14	EA								
	1	5004477	N.S.L.	73942	.PLATE, STATOR	11	EA								
	1	9523609	5315007134557	73942	.PIN, NUT STOP	11	EA								
STL	1	9533609	5310000538945	73942	.NUT, RETURN SPRING	11	EA								
	1	9533073	N.S.L.	73942	.NUT, RETURN SPRING	11	EA								
	1	9523643	N.S.L.	73942	.WASHER	11	EA								
STL	1	9523644	53600009463680	73942	.SPRING, RETURN	11	EA								
STL	1	9523646	1630005678140	73942	.HOUSING, SPRING	19	EA								
STL	1	9523646	1630005678147	73942	.HOUSING, SPRING	12	EA								
STL	1	9523647	1630007896240	73942	.PIN, RETURN SPRING	11	EA								
	1	9533647	1630005678164	73942	.PLATE BUMPER, PRESSURE A O	11	EA								
	1	16V18813	5320009125862	73942	.RIVET	14	EA								
	1	9533646	1630005678139	73942	.P.WO. WEAR	22	EA								
	1	N.P.L.	N.S.L.	73942	.PLATE, PRESSURE	11	EA								
	1	9541969	1630005678169	73942	.TUBE ASSY, TORQUE	11	EA								
	1	M53265-42	5305005598145	96906	.SCREW, FILLISTER HEAD	12	EA								
	1	9533509	1630009319327	73942	.C.I.P, TORQUE TUBE	12	EA								
	1	52-032-1560250	5315002255820	72962	.ROLL PIN	11	EA								
	1	9533051	1630005678154	73942	.TUBE, INSULATOR	11	EA								
	1	9533062	1630005678153	73942	.BUSHING, TORQUE TUBE AXLE	11	EA								
	1	18121395-03	3120011410890	98747	.BUSHING, O/S	11	ARIEA								
	1	9533061	31200064888397	73942	.BUSHING, TORQUE TUBE AXLE	11	EA								
	1	18121395-01	3120011397374	23500	.BUSHING, O/S	11	ARIEA								
	1	9530075	N.S.L.	73942	.TUBE, KEYED TORQUE	11	EA								
STL	1	M52458-28K24	5305009047832	186044	.SCREW, BRAKE ADJUSTMENT	14	EA								
STL	1	M521042-4	5310008071468	96906	.NUT, BRAKE ADJUSTMENT LOCK	14	EA								
STL	1	M524649373	5305009000596	96906	.SCREW, FLATHEAD	11	EA								
SWN	1	9526654	1630005678136	73942	.INSULATOR, PISTON	11	EA								
IAL	1	9533767	1630005707896	73942	.PISTON	11	EA								
IAL	1	9533766	1630005678134	73942	.SLEEVE, CYLINDER	11	EA								
STL	1	1604-78	5340002907234	97945	.PLUG, INLET	11	EA								
STL	1	M6814-4L	5365002788800	186044	.PLUG, PERMANENT	11	EA								
STL	1	M6814-4UL	5365002788794	186044	.PLUG, PERMANENT	11	EA								

68-120-05

BUDG 505/507

C141 MLG BRAKE ASSEMBLY

BILL OF MATERIALS

15161A

三

[illegible]

STL-STEEL
AL-ALUMINUM
Mg-MAGNESIUM
Ti-TITANIUM
SS-S STEEL
SYN-SYNTHETIC
LM-LEAD

E-3A BRAKE ASSEMBLY

BILL OF MATERIALS

19266A

* = MHI

ROUTED ITEM	UOM LEVEL CODE	PART NUMBER	STOCK NUMBER	VENOR CODE	DESCRIPTION	UNITS PER : OF RATE BASSY : MEAS	REV EFFECTIVITY CHG	DATE CONTROL	PENDING ACTION	PENDING ACTION	PENDING ACTION
STL	10	9540549-2	1630010099475	73942	BRAKE ASSEMBLY	11	1EA				
STL	1.1	16N167	5310010351734	73942	1. NUT, SELF-LOCKING	112	1EA				
STL	1.1	1801-070	5310005964861	73942	1. NUT, SELF-LOCKING	112	1EA				
STL	1.1	9523796	5310008207022	73942	1. WASHER	112	1EA				
STL	1.1	9523591	5345010351774	73942	1. SPACER BOLT	12	1EA				
STL	1.1	9533204	5304010369009	73942	1. BOLT, BRAKE	12	1EA				
STL	1.1	18187N100	5304010437698	73942	1. BOLT, BRAKE	110	1EA				
STL	1.1	1154853	5304000702312	53284	1. BOLT, BRAKE	110	1EA				
STL	1.1	5000263	1630010054189	73942	1. BACK PLATE SUBASSY	11	1EA				
STL	1.2	16N18B19	5320010170738	73942	1. RIVET	124	1EA				
STL	1.2	16N18B9	5320008888537	73942	1. RIVET	124	1EA				
STL	1.2	5000260	1630010099412	73942	1. PMO, NEAR	124	1EA				
STL	1.2	9520037	N.S.L.	73942	1. PLATE, BACKING	11	1				
STL	1.1	9543622	1630010354606	73942	1. DISK, ROTATING	15	1EA				
STL	1.1	9542958	1630010363333	73942	1. DISK, ROTATING	15	1EA				
STL	1.1	5000261	1630010374958	73942	1. STATOR DISK SUBASSY	15	1EA				
STL	1.2	16N18A14	5320009414068	73942	1. RIVET	148	1EA				
STL	1.2	5000260	1630010099412	73942	1. PMO, NEAR	148	1EA				
STL	1.2	9542011	N.S.L.	73942	1. PLATE, STATOR	11	1				
STL	1.1	FM12-02	5310008087026	53678	1. NUT, RETURN PIN	114	1EA				
STL	1.1	FM21042-3	5310008071467	96906	1. NUT, RETURN PIN	114	1EA				
STL	1.1	9523505	163000895754	73942	1. PIN, BRAKE RETURN	114	1EA				
STL	1.1	9523514	5345007611959	73942	1. TUBE, NEAR INDICATOR	12	1EA				
STL	1.1	16N18A10L	5310001670812	18044	1. WASHER	12	1EA				
STL	1.1	5000262	1630010374959	73942	1. PLATE SUBASSY, PRESSURE	11	1EA				
STL	1.2	16N18B11	5320003444399	73942	1. RIVET	148	1EA				
STL	1.2	5000260	1630010099412	73942	1. PMO, NEAR	124	1EA				
STL	1.2	5000260	N.S.L.	73942	1. PLATE, PRESSURE	11	1				
STL	1.1	9542482	1630010345387	73942	1. TORQUE TUBE SUBASSY	11	1EA				
STL	1.1	1327918	5310002749405	53878	1. NUT, SELF-LOCKING	16	1EA				
STL	1.1	FM21245.9	5310008575545	96906	1. NUT, SELF-LOCKING	16	1EA				
STL	1.1	9533121	5340010354520	73942	1. NUT PLATE, RETAINING	13	1EA				
STL	1.1	4254918	5310008056722	53678	1. NUT, SELF-LOCKING FLANGE	16	1EA				
STL	1.1	9523502	5315010359954	73942	1. STUD, LOCATING LONG	13	1EA				
STL	1.1	9523501	5315010359953	73942	1. STUD, LOCATING SHORT	13	1EA				
STL	1.1	FM21465-8B	N.S.L.	1.1	1. PIN, CUTTER	112	1				
STL	1.1	9523504	5345008995759	73942	1. RING, RETAINING THREADED	112	1EA				
STL	1.1	9533543	1630010374960	73942	1. GRIP & TUBE ASSEMBLY	112	1EA				
STL	1.1	9523503	1630008995755	73942	1. HOLDER, SPRING	112	1EA				
STL	1.1	9533134	5364010352375	73942	1. SPRING BRAKE RETURN	112	1EA				
STL	1.1	9533133	1630008995763	73942	1. HOUSING, RETURN SPRING	112	1EA				
STL	1.1	FM61299-3-11	5305009914520	180205	1. SCREW, INSULATOR	112	1EA				
STL	1.1	9523495	1630008995748	73942	1. INSULATOR, PISTON	112	1EA				

MAUG 8888
BUYING 6110
STATOR
Piston

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TIT-TITANIUM
SS-S STEEL
SYN-SYNTHETIC
LP-LEAD

E-3A BRAKE ASSEMBLY

BILL OF MATERIALS

19766A

* = MFI

ROUTED	ITEM	LOW LEVEL	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS	UNIT YIELD	DISCOP	PART	MIC	REV	EFFECTIVITY	TECH	ORD	PENDING	PENDING	PENDING	PENDING	PENDING	PENDING
							PER	OF	INATE	FACTOR	TYPE	CODE	LEVEL	CONTROL	CNG	NUMBER	ACTION	ACTION	ACTION	ACTION	ACTION
			19543748	1630001024344	73842	1. SHIELD, PISTON DUST	112	1EA													
AL			19533131	1630008995743	73842	1. SLEEVE, CYLINDER	112	1EA													
AL			19542977	5365009920408	73842	1. SLEEVE, CYLINDER O/S	112	1EA													
			19528775-224	5330006413407	96906	1. PACKING, CYLINDER SLEEVE	112	1EA													
			19533475	5330001024363	73842	1. PACKING, PISTON	112	1EA													
			195216465-733-94	53300011469310	72902	1. PACKING ASSEMBLY	112	1EA					SUB								
			19528774-216	5330005822142	96906	1. RETAINER, PACKING BACK-UP	112	1EA													
AL			19533123	1630009920369	73842	1. PISTON SUBASSEMBLY	112	1EA													
			19533266-60	5305007208429	96906	1. SCREW, BLEEDER	13	1EA													
			1511846-4	5310002987478	73842	1. WASHER, BLEEDER	13	1EA													
STL			1962004-1	1630005168438	18044	1. VALVE, BLEEDER	13	1EA													
STL			19533394	1630008995783	73842	1. ADAPTER, BLEEDER	13	1EA													
STL			15000499	IN. B.L.	1.	1. ADAPTER, BLEEDER O/S, REPAIR ONLY	13	ARI						ALT							
			19528778-8	5330008080794	96906	1. PACKING, PERFORMED	14	1EA													
STL			1510819	5365003707254	73842	1. PLUG, INLET	11	1EA													
STL			1604-78	5340002907234	97945	1. PLUG, INLET	11	1EA						INT							
			19528778-6	5330008045693	96906	1. PACKING, INLET PLUG	11	1EA													
STL			196973-12	4730002037458	18044	1. BUSHING, INLET	11	1EA													
STL			196973-121	5365005953943	18044	1. BUSHING, INLET O/S	11	1EA						ALT							
			19542025-1	1630010388276	73842	1. HOUSING	11	1EA													
			19543433	1630009376604	73842	1. HOUSING	11	1EA						ALT							
			19521318-8	5305002335607	96906	1. SCREW DRIVE	16	1EA													
			15002804	19905010403887	73842	1. PLATE, IDENTIFICATION	12	1EA													
			15002631	19905010390490	73842	1. PLATE, IDENTIFICATION	11	1EA													

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA-TITANIUM
SS=5 STL
SYN=SYNTHETIC
LD=LEAD

FB-111 ML6 BRAKE ASSEMBLY

BILL OF MATERIALS

15583A

王 氏

[illegible]

BILL OF MATERIALS

FB-111 ML6 PRESSURE PLATE

15521A

【附】

[illegible]

SYSTEM.
SOLD SEPARATE

CHIEF OF POLICE

(5292A)

[illegible]

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TITANIUM
SS=S STL
SYN=SYNTHETIC
LD=LEAD

F-111 MLG BRAKE ASSY

BILL OF MATERIALS

15295A

[illegible]

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2010 219

113560-0000
113560-0000

THE CHAIRMAN

YIYAYIYANJUN

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SYNOPSIS

F-5 M/G BRAKE ASSEMBLY

BILL OF MATERIALS

155769

定 制

ROUTED	ILON LEVEL	PART	STOCK	VENDOR	NOMENCLATURE	UNITS	PER	OF	YIELD/SCAP	PART	MHC	REV	EFFECTIVITY	TECH	ORD	PENDING	PENDING	PENDING
ITEM	CODE	NUMBER	NUMBER	CODE		ASSY	MEAS						DATE	NUMBER	ACTION	ACTION	ACTION	ACTION
	10	15001111-1	11630001473854	73942	BRAKE ASSEMBLY	11	EA											
	1.1	MS3236-60	5305007208429	96906	SCREEN, BLEEDER	11	EA											
	1.1	1511846-4	5310002987478	73942	WASHER, BLEEDER	11	EA											
STL	1.1	MS27611	4820002049596	96906	VALVE, BLEEDER	11	EA											
	1.1	MS28775-011	5330005822133	96906	PACKING	11	EA											
STL	1.1	MS27612-7	1630010996756	96906	ADAPTER	11	EA											
STL	1.1	12605793	1630010996756	95284	ADAPTER	11	EA											
	1.1	MS28776-6	5330006045495	96906	PACKING	12	EA											
STL	1.1	1511589	4730001421899	73942	BUSHING, INLET	12	EA											
STL	1.1	MS28778-10	IN.B.L.	96906	BUSHING, INLET (REPAIR ONLY)	12	EA											
	1.1	MS28776-8	5330006080794	96906	PACKING	12	EA											
	1.1	11604-78	5340002907234	10330	PLUG, PROTECTIVE	11	EA											
STL	1.1	142514720	IN.S.L.	56878	NUT, SELF LOCKING	15	EA											
	1.1	16791187	5310008252945	73942	NUT, SELF LOCKING	15	EA											
STL	1.1	168418-7	5310001518750	73942	WASHER, FLAT	15	EA											
STL	1.1	1675187-68M	5304001698639	73942	BOLT, BRAKE	15	EA											
	1.1	15001705	11630000972720	73942	PLATE SUBBURY, BACKING	11	EA											
	1.2	16718810	5320000812871	73942	RIVET	130	EA											
	1.2	15001704	11630000997546	73942	PAO, NEAR	118	EA											
	1.2	15001140	IN.B.L.	.....	PLATE, BACKING	11	EA											
	1.1	15001702	11630000326102	73942	DISK, NOTATING	14	EA											
	1.1	15001703	11630000223074	73942	PLATE SUBBURY, STATOR	13	EA											
	1.2	16718817	1520000957459	73942	RIVET	130	EA											
	1.2	15001704	11630000997546	73942	PAO, NEAR	130	EA											
	1.2	15001154	IN.S.L.	.....	PLATE, STATOR	11	EA											
	1.1	15001152	11630000048705	73942	TUBE, TORQUE	11	EA											
	1.1	FN12-02	53100060807026	56878	NUT, SELF LOCKING	14	EA											
	1.1	MS21042-3	5310008071467	96906	NUT, SELF LOCKING	14	EA											
	1.1	15001106	11630000997550	73942	BRIP & TUBE SUBBURY	14	EA											
STL	1.1	15001184	5304004371278	73942	PIN, BRAKE RETURN	14	EA											
	1.1	15001701	11630000223634	73942	PLATE SUBBURY, PRESSURE	11	EA											
	1.2	16718814	1520001007776	73942	RIVET	130	EA											
	1.2	15001704	11630000997546	73942	PAO, NEAR	115	EA											
	1.2	15001158	IN.S.L.	.....	PLATE, PRESSURE	11	EA											
STL	1.1	MS16625-1112	5365008012500	96906	RING, RETAINING	14	EA											
STL	1.1	15001180	11630000997545	73942	HOLDER, SPRING	14	EA											
	1.1	15001182	5340000977853	73942	SPRING, RETURN	14	EA											
STL	1.1	15001181	11630000997549	73942	HOLDSING, RETURN SPRING	14	EA											
STL	1.1	15003411	1630010757463	25500	HOLDSING, RETURN SPRING	14	EA											
	1.1	MS2-34	5304001509221	88044	BOLT, BRACKET	11	EA											
STL	1.1	15001269	5340001836310	73942	BRACKET, HOUSING	11	EA											
	1.1	15001741	11630000997553	73942	SLEEVE, CYLINDER	15	EA											
	1.1	15002012	1630005829139	73942	SLEEVE, CYLINDER (REPAIR ONLY)	15	EA											
	1.1	MS28775-126	5330007021048	96906	PACKING	15	EA											
	1.1	MS28774-126	5330006009721	96906	RETAINER	15	EA											
	1.1	15001178	11630000997542	73942	PISTON, BRAKE	15	EA											
	1.1	MS28775-212	5330005798156	96906	PACKING, PREFORMED	15	EA											
	1.1	MS28774-212	5330005470688	96906	RETAINER, PREFORMED	15	EA											

30-Oct-89

BLDG 505/507

PAGE 2

F-5 MLB BRAKE ASSEMBLY

BILL OF MATERIALS

15574A

* = PMI

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TITANIUM
SS-S STEEL
SYN=SYNTHETIC
L=LEAD

ROUTED	ITEM	UOM	LEVEL	PART	NUMBER	STOCK	VENDOR	CODE	NOMENCLATURE	UNITS	UNIT	YIELD	SCRAP	PART	MIC	REV	EFFECTIVITY	TECH	DRD	PENDING	PENDING	PENDING	PENDING
						NUMBER					PER	OF	RATE	FACTOR	TYPE	CODE	LEVEL	CONTROL	CNS	NUMBER	ACTION	ACTION	ACTION
											ASSY	MEAS			R,D,C		DATE						
	1.1			5001179		11630000096043	173842		1. INSULATOR, PISTON	15	IEA												
	1.1			MS28775-116		15330005793156	96906		1. PACKING, PREFORMED	15	IEA												
	1.1			S11065-4010		11630000099548	197820		1. RING, PISTON SCRAPER	15	IEA												
	1.1			5001113		11630000048704	173842		1. HOUSING ASSY, BRAKE	11	IEA												
	1.2			5002047		13120010065053	173842		1. BUSHING (HOUSING REPAIR ONLY)	15	ARIEA												
	1.2			5002046		11630005639470	173842		1. SEBMENT (REPAIR ONLY)	14	ARIEA												
	1.2			M.P.L.		M.S.L.*		1. HOUSING, BRAKE	11													

BILL OF MATERIALS

15054A

[illegible]

BILL OF MATERIALS

15054A

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ROUTED	ITEM	QTY	LEVEL	PART	STOCK	VENDOR	DESCRIPTION	UNITS	UNIT PRICE	YIELD	SCOP	PART	MIC	REV	EFFECTIVITY	TECH	ORD	PENDING	103	PENDING	232	PENDING	AFTO	22	ACTION
				NUMBER	NUMBER	CODE		PER	1	OF	IF	IF	FACTORY	TYPE	DATE	CONTROL	NUMBER								
								ASSY	MEAS				R,D,C												
	1.1		1707148-01		533000238704	18747	...PACKING, PREFORMED, OVERSIZE	18	AREA																
	1.1		12600388		533000878120LE	35284	...BUSHING, MACHINE THREAD	18	EA																
	1.1		1515652-72		5315008445830	19606	...PIN, SPRING (SMALL)	18	EA																
	1.1		1515652-90		5315008445834	19606	...PIN, SPRING (LARGE)	18	EA																
	1.1		1474631		7690006542778	35284	...DECAL, FLUID	11	EA																
	1.1		140726		7690000728653	16848	...DECAL, NAME	11	EA																
	1.1		1149118		5340005244280LE	35284	...SPRING, HELICAL COMPRESSION	17	EA																
	1.1		12600336		1630009733195	35284	...HOLDER, SPRING	17	EA																
	1.1		12600237		53100097290110	35284	...NUT, SLEEVE	17	EA																
	1.1		140380-2-1		5315010443194	188044	...PIN, COTTER	17	EA																
	1.1		12600386		1630008781617	35284	...SLEEVE, STATOR DRIVE	18	EA																
	1.1		11801-070		5310005966861	177962	...NUT, SELF-LOCKING, HEX	18	EA																
	1.1		1145380		N.S.L.	16848	...NUT, SELF-LOCKING, HEX	18	EA																
	1.1		149160-716		5310001670822	16848	...WASHER, FLAT	16	EA																
	1.1		1911251		N.S.L.	16848	...WASHER, FLAT	16	EA																
	1.1		1154853		5304000702312LE	35284	...BOLT MACHINE	18	EA																
	1.1		150927		1630005918349	16848	...BACKING PLATE ASSY	11	EA																
	1.2		1357080		16300059727865	35284	...LINING, CERAMETALLIC	16	EA																
	1.2		15-6712		16300059727865	41008	...LINING, CERAMETALLIC	16	EA																
	1.2		16520427-6C7		5320002334832	19606	...RIVET, SOLID	16	EA																
	1.2		16520427F6-7		5320005504738	19606	...RIVET, SOLID	16	EA																
	1.2		152216		N.S.L.	16848	...RIVET, SOLID	16	EA																
	1.2		153223		5310002791236	35284	...WASHER, RECESSED	16	AREA																
	1.2		150934		N.S.L.	16848	...PLATE BACKING	11	EA																
	1.1		12160207		1630012874168	35284	...BACKING PLATE ASSEMBLY	11	EA																
	1.1		1357080		16300059727865	35284	...LINING, CERAMETALLIC	16	EA																
	1.1		15-6712		16300059727865	41008	...LINING, CERAMETALLIC	16	EA																
	1.1		16520427-6C7		5320002334832	19606	...RIVET, SOLID	16	EA																
	1.1		16520427F6-7		5320005504738	19606	...RIVET, SOLID	16	EA																
	1.1		152216		N.S.L.	16848	...RIVET, SOLID	16	EA																
	1.1		153223		5310002791236	35284	...WASHER, RECESSED	16	EA																
	1.1		150934		N.S.L.	16848	...PLATE, BACKING	11	EA																
	1.1		12601854		1630008777465	35284	...PRESSURE PLATE ASSY	11	EA																
	1.1		1357080		16300059727865	35284	...LINING, CERAMETALLIC	16	EA																
	1.1		15-6712		16300059727865	41008	...LINING, CERAMETALLIC	16	EA																
	1.1		16520427-6C7		5320002334832	19606	...RIVET, SOLID	16	EA																
	1.1		16520427F6-7		5320002334832	19606	...RIVET, SOLID	16	EA																
	1.1		152216		N.S.L.	16848	...RIVET, SOLID	16	EA																
	1.1		153223		5310002791236	35284	...WASHER, RECESSED	16	AREA																
	1.1		12601853		N.S.L.	16848	...PLATE, PRESSURE	11	EA																
	1.1		153223		5310002791236	35284	...WASHER, RECESSED	11	EA																
	1.1		12600343		N.S.L.	16848	...PLATE, PRESSURE	11	EA																
	1.1		150624		1630005899163	35284	...STATOR PLATE ASSY	14	EA																
	1.1		1357080		16300059727865	35284	...LINING, CERAMETALLIC	16	EA																
	1.1		15-6712		16300059727865	41008	...LINING, CERAMETALLIC	16	EA																
	1.1		16520427-6C7		5320002334832	19606	...RIVET, SOLID STEEL	16	EA																
	1.1		16520427F6-7		5320005504738	19606	...RIVET, SOLID	16	EA																

30-Oct-69

BLDG 505/307

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TITA-TITANIUM
SS-S STL
SYN-SYNTHETIC
LD-LEAD

KC-135 PLB BRAKE ASSY

BILL OF MATERIALS

150544

0 = INT

ROUTED ITEM	QTY CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UNITS	UNIT PER	YIELD OF	SCRAP FACTOR	PART TYPE	REV CODE	EFFECTIVITY LEVEL	TECH CONTROL	ORD DATE	PENDING ACTION	PENDING ACTION	PENDING ACTION	PENDING ACTION
	1.1	1149623	N.S.L.	155284	PLATE, STATOR	EA	1											
	1.1	1149618	1630005244271	155284	ROTOR, SERMENT ASSY	EA	15											
	1.1	1149620	N.S.L.	155284	ROTOR, SERMENT, ROTOR	EA	19											
	1.1	1150344	N.S.L.	104848	RIVET, SOLID	EA	127											
	1.1	1151312	N.S.L.	121849	RIVET, SOLID	EA	127											
	1.1	1152291	N.S.L.	155284	STRAP, ROTOR	EA	118											
	1.1	1149619	N.S.L.	155284	SPIDER, ROTOR	EA	1											
STL	1.1	12600238	1630006540881	155284	PIN, ECCENTRIC	EA	17											
STL	1.1	1513509	1630006540881	121849	PIN, ECCENTRIC	EA	17											
	1.1	12600387	15365008781619	155284	SPACER, BACKING PLATE	EA	1											

Bill of Materials

10/26/25

ST-5545

[illegible]

DO NOT DO MUCH WITH THIS ONE

STEELE STRAITS

1. PLATE - 1 PUSABUOL

362

BILL OF MATERIALS

36192A

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[illegible]

74521A 1620001877445 NLG T 3 24495.00 1620001877445
FSSD PTC WTC S P FCN DFC FRI MIEC DMC DSM PMS IMS EI-LBR-STD EI EI
MNPGRX MANELK MAWWT 2 4 AJEDJE T 2D 00 P IAC LHA 104.800 55 55

O/P DAQTY FAGTY GAQTY SFD AFD CON%-S CON%-M CQCON-S CQCON-M CQCOG NQCOG
A 29 51 28 18
RACQ ORD-Q INT-M CQAWMS CQAWMM CQAWM CQAWFS CQAWPM CQAMP B01-3 B04-15
6 15 1

CQOWDS CQOWOM CQOWO CQINDS CQINDM CQIND CQCMPS CQCMFM CQCMP EI-SALE
21 21 18 18 1 6663.00
F4 - LIST EI F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT EI F13 - HELP SF16 -- LOGOFF

QR22612: END ITEM RECORD LISTED
OR2071 PRODUCTION HISTORY REVIEW DATE: 89/10/26 12:02:39

LIST BY: * PRODUCTION-NBR: 74521A FYQ: ---
- FYQ: 874 PRODUCTION-NBR: ---
- P8801 PRODUCTION-NBR: ---

FDN	FYQ	IND-S	IND-M	CMP-S	CMP-M	OWO-S	OWO-M	COND-S	COND-M	EI-LAB-STD
74521A	874	8	0	2	0	10	0	0	0	179.0
74521A	881	7	0	17	0	0	0	0	0	179.0
74521A	882	28	0	13	0	15	0	0	0	165.4
74521A	883	8	0	18	0	5	0	0	0	165.2
74521A	884	10	0	9	0	6	0	0	0	165.2
74521A	891	17	0	15	0	8	0	0	0	171.8
74521A	892	23	0	23	0	8	0	0	0	172.3
74521A	893	14	0	22	0	0	0	0	0	171.5
74521A	894	17	0	13	0	4	0	0	0	170.9
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0
		0	0	0	0	0	0	0	0	.0

F4 - LIST PROD HISTORY F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT PROD HST F13 - HELP SF16 - LOGOFF
QR22713: END OF SELECTED DATA HAS BEEN REACHED

OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 11:59:49
LIST BY: * PRODUCTION-NBR: 74521A
- RCC: MNEGE

FDN	OPN	RCC	C	LL	STD	UC	STD	HRS	CH	CD	FDN	QTY	PER	SUPP	OC	IND	DATE
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	N	7349
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7337
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7336
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7335
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7334
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7334
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7334
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7336
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7331
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	9265
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7349
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7343

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 12:00:06

LIST BY: * PRODUCTION-NBR: 74521A
- RCC: MNEGE

FDN	OPN	RCC	C	LL	STD	UC	STD	HRS	CH	CD	FDN	QTY	PER	SUPP	OC	IND	DATE
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7345
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7344
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7344
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7344
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7348
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	4154
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	4154
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	4154
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	4154
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	4154
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	4154
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7342

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 12:00:19

LIST BY: * PRODUCTION-NBR: 74521A
- RCC: MNEGE

FDN	OPN	RCC	C	LL	STD	UC	STD	HRS	CH	CD	FDN	QTY	PER	SUPP	OC	IND	DATE
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	7342
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	E	4154
74521A	00010	MNFGP	5	HB	100	EA	6.67	J				1	100		100	N	4194

640

26.80

33.20

564.00

1.7 Actual Rephaime

340.00

05: 74521A RE505 MNFRB 3 JA 100 3.19 J 100 4154
14 74521A RB511 MNFRB 3 JA 100 9.49 J 100 4154
25 74521A RB512 MNFRB 3 JA 100 .87 J 100 8168
100 74521A RB512 MNFRB 3 JA 100 .87 J 100 4194
62 74521A RC502 MNFRB 3 JA 100 3.72 J 100 4194
93 74521A RC503 MNFRB 3 JA 100 2.42 J 100 4194
05 74521A RC504 MNFRB 3 JA 100 1.14 J 100 4194
38 74521A RC505 MNFRB 3 JA 100 1.77 J 100 5268

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 12:00:33
LIST BY: * PRODUCTION-NR: 74521A

LIST BY: * PRODUCTION-NBR: 74521A																
MNEBCE																
- RCC:																
PDN	OPN	RCC	C	LL	F SK	LBR	STD	CH	SUPP	QTY	PR	S	LBR			
					A I	STD	HRS	CD	PDN	PER	OC-	T	STD			
						OCC				ASY	IND	D	DATE			
74521A	RC508	MNFRB	B	UP		100	1.77	J	100	1	N		5268			
74521A	RC510	MNFRB	B	UP		100	.34	J		1	E		7341			
74521A	RC511	MNFRB	B	UP		90	2.05	J		1	N		4194			
74521A	RC512	MNFRB	B	UP		89	1.43	J		1	N		4194			
74521A	WD001	MNFRB	B	UP		100	1.71	K		1	E		4154			
74521A	WD001	MNFRB	B	UP		100	5.43	H		1	E		4154			
74521A	WE502	MNFRB	B	UP		100	1.77	K		1	N		7337			
74521A	WE503	MNFRB	B	UP		100	1.74	K		1	E		7336			
74521A	WE504	MNFRB	B	UP		100	.98	K		1	E		7335			
74521A	WE505	MNFRB	B	UP		100	.45	K		1	E		7335			
74521A	WE508	MNFRB	B	UP		100	.45	J		1	N		7334			
74521A	WE510	MNFRB	B	UP		100	.37	K		1	E		7334			

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 12:00:51
LIST BY: * PRODUCTION-NR: 74521A

LIST BY: * PRODUCTION-NBR: 74521A																	
- RCC: MNEGW																	
PDN	OPN	RCC	C	LL	F SK	LBR	STD	UC	STD	HRS	CH	CD	SUPP	QTY	FR	S	LBR
					A I								PDN	PER	OC- T		STD
														ASY	IND	D	DATE
74521A	WE511	MNFGW	5	DI		100	EA		.40	K				1	N		7336
74521A	WE512	MNFGW	5	DI		100	EA		.29	K				1	E		7331
74521A	WE520	MNFGW	5	DI		100	EA		.07	K				1	E		7338
74521A	WE524	MNFGW	5	DI		100	EA		.37	K				1	E		7338
74521A	WF502	MNFGW	9	WF		25	EA		3.84	J				1	N		9128
74521A	WF504	MNFGW	9	WF		01	EA		5.51	J				1	N		4088
74521A	WF510	MNFGW	9	WF		07	EA		5.51	J				1	N		4088
74521A	XNFGW	MNFGW	5	DI		100	EA		2.73	J				1	X		8348
74521A	XNPGA	MNPGA	2	DB		100	EA		1.51	J				1	X		8348
74521A	XNPRC	MNPRC	8	UP		100	EA		.51	J				1	X		8349
74521A	XNFGW	MNFGW	A	WF		100	EA		.06	J				1	X		4362

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 12:01:50
LIST BY: * PRODUCTION-NR: 74521A

OR22692: END OF SELECTED DATA HAS BEEN REACHED
OR2069 END ITEM RECORD
LIST BY: * EI-IDENT 1620001877445...
PRODUCTION-NR: 74521A

QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:44:52
 LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNPWW

PDN	DPN	RCC	C	LL	OC	UC	STD	CH	SUPP	QTY	PER	PR	S	LBR
							HRS	CD	F/DN	ASY		OC	IND	DATE
17575A	WH093	MNPWW	A	WF	100	EA	.57	K		1	100	N	9073	
17575A	XKPRW	MKPRW	6	4N	100	EA	.54	A		1	100	X	1161	
17575A	XNPGP	MNPGP	5	3S	100	EA	19.64	J		1	100	X	9024	
17575A	XNPGW	MNPGW	5	DI	100	EA	5.32	J		1	100	X	9024	
17575A	XNPMG	MNPMG	1	JB	10	EA	2.00	K		1	100	X	7208	
17575A	XNPNA	MNPNA	2	DB	100	EA	7.38	J		1	100	X	9044	
17575A	XNPRB	MNPRB	3	JA	100	EA	.03	K		1	100	X	7278	

F4 - LIST LBR-STD F12 - CLEAR SCREEN F14 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 QR22693: END OF SELECTED DATA HAS BEEN REACHED

QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:43:44
LIST BY: * PRODUCTION-NR: 17575A
- RCC: MNPRC

FDN	OPN	RCC	C	LL	STD	UC	STD	CH	CD	PDN	QTY	SUPP	FR	S	LBR
							HRS				ASY	OCC	IND	T	DATE
17575A	RC038	MNPRC	B	UP	50	EA	.84	J			1	100		E	9018
17575A	RC039	MNPRC	B	UP	21	EA	.14	J			1	100		E	8174
17575A	RC040	MNPRC	B	UP	05	EA	.14	J			1	100		E	9017
17575A	RC043	MNPRC	B	UP	21	EA	.75	J			1	100		E	8319
17575A	RC046	MNPRC	B	UP	13	EA	.17	J			1	100		E	9044
17575A	RC047	MNPRC	B	UP	17	EA	.49	J			1	100		E	8174
17575A	RC048	MNPRC	B	UP	100	EA	1.46	J			1	100		E	8334
17575A	RC049	MNPRC	B	UP	83	EA	.56	J			1	100		E	8175
17575A	RC051	MNPRC	B	UP	63	EA	1.59	J			1	100		N	9012
17575A	RC052	MNPRC	B	UP	16	EA	.36	J			1	100		E	8175
17575A	RC053	MNPRC	B	UP	58	EA	1.79	J			1	100		N	8321
17575A	RC060	MNPRC	B	UP	13	EA	.64	J			1	100		E	8175
17575A	RC062	MNPRC	B	UP	54	EA	1.10	J			1	100		E	8354

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:43:56
LIST BY: * PRODUCTION-NR: 17575A
- RCC: MNPRC

FDN	OPN	RCC	C	LL	STD	UC	STD	CH	CD	PDN	QTY	SUPP	FR	S	LBR
							HRS				ASY	OCC	IND	T	DATE
17575A	RC091	MNPRC	B	UP	50	EA	.38	J			1	100		E	8286
17575A	RC092	MNPRC	B	UP	50	EA	.38	J			1	100		E	8286
17575A	RC093	MNPRC	B	UP	05	EA	.38	J			1	100		E	8286
17575A	WC001	MNPGW	S	DI	100	EA	16.70	J			1	100		N	2205
17575A	WE001	MNPGW	S	DI	100	EA	.94	J			1	100		E	8349
17575A	WE002	MNPGW	S	DI	100	EA	4.32	J			1	100		N	8042
17575A	WE005	MNPGW	S	DI	100	EA	.28	J			1	100		N	8099
17575A	WE006	MNPGW	S	DI	100	EA	.28	J			1	100		N	8099
17575A	WE007	MNPGW	S	DI	100	EA	.42	J			1	100		E	8330
17575A	WE009	MNPGW	S	DI	100	EA	.31	J			1	100		N	8099
17575A	WE011	MNPGW	S	DI	100	EA	.18	J			1	100		N	9017
17575A	WE012	MNPGW	S	DI	100	EA	.30	J			1	100		N	8099
17575A	WE013	MNPGW	S	DI	100	EA	.23	J			1	100		N	8099

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:44:09
LIST BY: * PRODUCTION-NR: 17575A
- RCC: MNPGW

FDN	OPN	RCC	C	LL	STD	UC	STD	CH	CD	PDN	QTY	SUPP	FR	S	LBR
							HRS				ASY	OCC	IND	T	DATE
17575A	WE014	MNPGW	S	DI	100	EA	.53	J			1	100		N	8099
17575A	WE015	MNPGW	S	DI	100	EA	1.16	J			1	100		E	8042
17575A	WE016	MNPGW	S	DI	100	EA	.25	J			1	100		N	9026
17575A	WE017	MNPGW	S	DI	100	EA	.19	J			1	100		N	8099
17575A	WE018	MNPGW	S	DI	100	EA	.69	J			1	100		E	9017

17575A WE019 MNPWG 5 DI 100 EA .44 J 1 100 N 9006
 17575A WE020 MNPWG 5 DI 100 EA .19 J 1 100 N 8099
 17575A WE021 MNPWG 5 DI 100 EA .31 J 1 100 N 8099
 17575A WE024 MNPWG 5 DI 100 EA .19 J 1 100 N 8099
 17575A WE025 MNPWG 5 DI 100 EA .19 J 1 100 N 8099
 17575A WE026 MNPWG 5 DI 100 EA .27 J 1 100 N 8099
 17575A WE031 MNPWG 5 DI 100 EA .18 J 1 100 N 9017
 17575A WE032 MNPWG 5 DI 100 EA .28 J 1 100 N 8099

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:44:25

LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNPWG

FDN	OPN	RCC	C	LL	STD	UC	STD	HRS	CH	CD	SUPP	PDN	QTY	PER	ASY	SUPP	OCC	IND	D	DATE
17575A	WE033	MNPWG	5	DI	100	EA	.30	J	1	100	N	9040								
17575A	WE034	MNPWG	5	DI	200	EA	.17	J	1	100	N	8099								
17575A	WE035	MNPWG	5	DI	100	EA	.18	J	1	100	N	8099								
17575A	WE036	MNPWG	5	DI	100	EA	.18	J	1	100	N	8099								
17575A	WE037	MNPWG	5	DI	100	EA	.34	J	1	100	N	9026								
17575A	WE038	MNPWG	5	DI	100	EA	.19	J	1	100	N	8099								
17575A	WE039	MNPWG	5	DI	100	EA	.17	J	1	100	N	8099								
17575A	WE040	MNPWG	5	DI	100	EA	.27	J	1	100	N	9017								
17575A	WE041	MNPWG	5	DI	100	EA	.15	J	1	100	N	8099								
17575A	WE043	MNPWG	5	DI	100	EA	.26	J	1	100	N	8321								
17575A	WE046	MNPWG	5	DI	100	EA	.29	J	1	100	N	8099								
17575A	WE047	MNPWG	5	DI	100	EA	.27	J	1	100	N	8099								
17575A	WE048	MNPWG	5	DI	100	EA	.26	J	1	100	N	8099								

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:44:37

LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNPWG

FDN	OPN	RCC	C	LL	STD	UC	STD	HRS	CH	CD	SUPP	PDN	QTY	PER	ASY	SUPP	OCC	IND	D	DATE
17575A	WE049	MNPWG	5	DI	100	EA	.16	J	1	100	N	8099								
17575A	WE051	MNPWG	5	DI	100	EA	.38	J	1	100	N	8099								
17575A	WE052	MNPWG	5	DI	100	EA	.25	J	1	100	N	8099								
17575A	WE053	MNPWG	5	DI	100	EA	.17	J	1	100	N	8321								
17575A	WE055	MNPWG	5	DI	100	EA	.16	J	1	100	N	8099								
17575A	WE060	MNPWG	5	DI	100	EA	.16	J	1	100	N	8099								
17575A	WE062	MNPWG	5	DI	100	EA	.26	J	1	100	N	8099								
17575A	WE091	MNPWG	5	DI	100	EA	.30	J	1	100	N	8285								
17575A	WE092	MNPWG	5	DI	100	EA	.29	J	1	100	N	8286								
17575A	WE093	MNPWG	5	DI	100	EA	.30	J	1	100	N	8286								
17575A	WF048	MNPWG	9	WF	100	EA	1.14	J	1	100	N	8363								
17575A	WH091	MNPWG	A	WF	100	EA	.57	J	1	100	N	9073								
17575A	WH092	MNPWG	A	WF	100	EA	.57	K	1	100	N	9073								

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE

QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:42:19
 LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNFRA

PDN	OPN	RCC	C	LL	STD	UC	STH	CH	CD	PDN	QTY	PER	ASV	SUPP	OCC	IND	D	DATE
17575A	RA018	MNFA	1	JA	83	EA	7.34	J			1	100						9017
17575A	RA021	MNFA	1	JA	100	EA	2.93	J			1	100						8173
17575A	RA024	MNFA	1	JA	50	EA	.54	J			1	100						8335
17575A	RA025	MNFA	1	JA	08	EA	.54	J			1	100						8335
17575A	RA026	MNFA	1	JA	63	EA	1.45	J			1	100						8173
17575A	RA030	MNFA	1	JA	41	EA	3.55	J			1	100						9026
17575A	RA031	MNFA	1	JA	92	EA	.20	J			1	100						9017
17575A	RA032	MNFA	1	JA	100	EA	.26	J			1	100						N 8280
17575A	RA033	MNFA	1	JA	54	EA	3.49	J			1	100						E 9037
17575A	RA038	MNFA	1	JA	09	EA	4.70	J			1	100						E 9018
17575A	RA041	MNFA	1	JA	05	EA	.87	J			1	100						E 8337
17575A	RA043	MNFA	1	JA	09	EA	.88	J			1	100						E 8319
17575A	RA047	MNFA	1	JA	13	EA	.09	J			1	100						E 8174

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:42:42
 LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNFRA

PDN	OPN	RCC	C	LL	STD	UC	STH	CH	CD	PDN	QTY	PER	ASV	SUPP	OCC	IND	D	DATE
17575A	RA048	MNFA	1	JA	100	EA	3.08	J			1	100						E 8334
17575A	RA049	MNFA	1	JA	100	EA	.11	J			1	100						N 8175
17575A	RA051	MNFA	1	JA	79	EA	.54	J			1	100						E 9012
17575A	RA059	MNFA	1	JA	100	EA	1.15	J			1	100						N 4316
17575A	RA091	MNFA	1	JA	15	EA	3.41	J			1	100						N 8351
17575A	RA092	MNFA	1	JA	05	EA	3.41	J			1	100						N 8351
17575A	RA093	MNFA	1	JA	15	EA	3.41	J			1	100						N 8351
17575A	RB001	MNFB	3	JA	79	EA	29.29	J			1	100						E 7092
17575A	RB002	MNFB	3	JA	67	EA	23.19	J			1	100						E 6030
17575A	RB005	MNFB	3	JA	17	EA	3.78	J			1	100						E 9012
17575A	RB006	MNFB	3	JA	21	EA	4.89	J			1	100						E 9006
17575A	RB007	MNFB	3	JA	100	EA	1.87	J			1	100						E 6015
17575A	RB014	MNFB	3	JA	100	EA	5.75	J			1	100						E 8271

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:42:54
 LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNFRA

PDN	OPN	RCC	C	LL	STD	UC	STH	CH	CD	PDN	QTY	PER	ASV	SUPP	OCC	IND	D	DATE
17575A	RB015	MNFB	3	JA	20	EA	4.05	J			1	100						E 5019
17575A	RB016	MNFB	3	JA	58	EA	7.96	J			1	100						E 9026
17575A	RB017	MNFB	3	JA	17	EA	2.06	J			1	100						E 8364
17575A	RB018	MNFB	3	JA	17	EA	8.31	J			1	100						E 9017
17575A	RB019	MNFB	3	JA	05	EA	10.23	J			1	100						E 9006

17575A RB020 MNPB 3 JA 100 EA 1.78 J 1 100 E 8270
 17575A RB024 MNPB 3 JA 50 EA 3.36 J 1 100 E 8344
 17575A RB025 MNPB 3 JA 29 EA 3.48 J 1 100 E 9017
 17575A RB032 MNPB 3 JA 67 EA 2.55 J 1 100 E 5345
 17575A RB034 MNPB 3 JA 97 EA 2.80 J 1 100 E 8174
 17575A RB048 MNPB 3 JA 100 EA .60 J 1 100 N 8334
 17575A RB051 MNPB 3 JA 79 EA 1.76 J 1 100 E 9012
 17575A RB053 MNPB 3 JA 50 EA 1.28 J 1 100 E 9068

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 QR2049 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:43:11

LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNPB

PDN	QFN	RCC	CLL	STD	UC	STD	HRS	CH	CD	PDN	QTY	PER	ASV	SUPP	OCC	IND	D	DATE
17575A	RC001	MNPB	B	UP	100	EA	8.29	J			1	100	N	8305				
17575A	RC002	MNPB	B	UP	100	EA	21.68	J			1	100	N	8263				
17575A	RC005	MNPB	B	UP	71	EA	1.25	J			1	100	E	9012				
17575A	RC006	MNPB	B	UP	75	EA	1.33	J			1	100	E	9006				
17575A	RC007	MNPB	B	UP	100	EA	3.37	J			1	100	E	8277				
17575A	RC009	MNPB	B	UP	63	EA	1.67	J			1	100	N	8337				
17575A	RC011	MNPB	B	UP	21	EA	.52	J			1	100	E	9017				
17575A	RC012	MNPB	B	UP	100	EA	.21	J			1	100	E	9017				
17575A	RC013	MNPB	B	UP	18	EA	2.22	J			1	100	E	9018				
17575A	RC014	MNPB	B	UP	100	EA	6.40	J			1	100	N	8271				
17575A	RC015	MNPB	B	UP	100	EA	4.51	J			1	100	E	8285				
17575A	RC016	MNPB	B	UP	63	EA	2.90	J			1	100	E	9026				
17575A	RC017	MNPB	B	UP	67	EA	1.16	J			1	100	N	8334				

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 QR2049 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:43:24

LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNPB

PDN	QFN	RCC	CLL	STD	UC	STD	HRS	CH	CD	PDN	QTY	PER	ASV	SUPP	OCC	IND	D	DATE
17575A	RC018	MNPB	B	UP	84	EA	2.82	J			1	100	E	9017				
17575A	RC019	MNPB	B	UP	16	EA	2.30	J			1	100	E	9006				
17575A	RC020	MNPB	B	UP	150	EA	1.41	J			1	100	N	8270				
17575A	RC021	MNPB	B	UP	79	EA	1.82	J			1	100	E	8173				
17575A	RC024	MNPB	B	UP	85	EA	.75	J			1	100	E	8335				
17575A	RC025	MNPB	B	UP	79	EA	1.35	J			1	100	N	8335				
17575A	RC026	MNPB	B	UP	67	EA	1.73	J			1	100	E	8173				
17575A	RC032	MNPB	B	UP	100	EA	2.18	J			1	100	N	8280				
17575A	RC033	MNPB	B	UP	54	EA	.62	J			1	100	E	5364				
17575A	RC034	MNPB	B	UP	97	EA	2.50	J			1	100	N	8174				
17575A	RC035	MNPB	B	UP	100	EA	.66	J			1	100	E	8337				
17575A	RC036	MNPB	B	UP	79	EA	1.16	J			1	100	E	8335				
17575A	RC037	MNPB	B	UP	163	EA	.57	J			1	100	E	9026				

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE

QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:40:58
LIST BY: * PRODUCTION-NR: 17575A
- RCC: MNFNA

PDN	OPN	RCC	C	LL	F SK	LBR	A	I	STD	OC	UC	STD	HRS	CH	CD	SUPP	PDN	QTY	PER	ASY	SUPP	OC	IND	D	DATE
17575A	NA046	MNPN	2	DB	100	EA	.04	J	1	100	E	9234													
17575A	NA047	MNPN	2	DB	100	EA	.49	J	1	100	E	8103													
17575A	NA048	MNPN	2	DB	100	EA	.07	J	1	100	E	8048													
17575A	NA049	MNPN	2	DB	05	EA	.26	J	1	100	E	8042													
17575A	NA051	MNPN	2	DB	100	EA	.14	J	1	100	E	8048													
17575A	NA052	MNPN	2	DB	05	EA	.05	J	1	100	E	8048													
17575A	NA053	MNPN	2	DB	16	EA	.31	J	1	100	E	8321													
17575A	NA060	MNPN	2	DB	100	EA	.17	J	1	100	E	8081													
17575A	NA062	MNPN	2	DB	100	EA	.30	J	1	100	E	8354													
17575A	NA305	MNPN	2	DB	100	EA	.58	J	1	100	E	9073													
17575A	NA363	MNPN	2	DB	100	EA	.08	J	1	100	E	9073													
17575A	PA020	MNPGP	5	YK	100	EA	48.40	A	1	100	N	5273													
17575A	PD058	MNPGP	5	YK	100	EA	126.02	J	1	100	N	9031													

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:41:15

LIST BY: * PRODUCTION-NR: 17575A
- RCC: MNFNA

PDN	OPN	RCC	C	LL	F SK	LBR	A	I	STD	OC	UC	STD	HRS	CH	CD	SUPP	PDN	QTY	PER	ASY	SUPP	OC	IND	D	DATE
17575A	PD374	MNPGP	5	YK	100	EA	.02	J	1	100	E	9069													
17575A	PD045	MNPGP	5	YK	100	EA	.50	J	1	100	N	9032													
17575A	PD058	MNPGP	5	YK	100	EA	8.92	J	1	100	N	9040													
17575A	PD088	MNPGP	5	YK	100	EA	1.03	J	1	100	E	8312													
17575A	PD001	MNPGP	5	YK	100	EA	2.51	J	1	100	E	8305													
17575A	PD005	MNPGP	5	YK	100	EA	.54	J	1	100	E	9012													
17575A	PD006	MNPGP	5	YK	100	EA	.42	J	1	100	E	9006													
17575A	PD009	MNPGP	5	YK	100	EA	.40	J	1	100	E	8337													
17575A	PD011	MNPGP	5	YK	100	EA	.45	J	1	100	E	9017													
17575A	PD013	MNPGP	5	YK	100	EA	1.18	J	1	100	E	9018													
17575A	PD014	MNPGP	5	YK	100	EA	.85	J	1	100	E	8271													
17575A	PD015	MNPGP	5	YK	100	EA	1.26	J	1	100	E	8285													
17575A	PD016	MNPGP	5	YK	100	EA	.81	J	1	100	E	9026													

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:41:28

LIST BY: * PRODUCTION-NR: 17575A
- RCC: MNFNA

PDN	OPN	RCC	C	LL	F SK	LBR	A	I	STD	OC	UC	STD	HRS	CH	CD	SUPP	PDN	QTY	PER	ASY	SUPP	OC	IND	D	DATE
17575A	PD017	MNPGP	5	YK	100	EA	.54	J	1	100	E	8334													
17575A	PD018	MNPGP	5	YK	100	EA	1.61	J	1	100	E	9017													
17575A	PD019	MNPGP	5	YK	100	EA	.35	J	1	100	E	9006													
17575A	PD020	MNPGP	5	YK	100	EA	.40	J	1	100	E	8370													
17575A	PD021	MNPGP	5	YK	100	EA	.40	J	1	100	E	8173													

17575A PP024 MNPGR 5 3S 100 EA .87 J 1 100 E 8335
 17575A PP025 MNPGR 5 3S 100 EA .62 J 1 100 E 8335
 17575A PP026 MNPGR 5 3S 100 EA .40 J 1 100 E 8173
 17575A PP034 MNPGR 5 3S 200 EA .33 J 1 100 E 8174
 17575A PP038 MNPGR 5 3S 100 EA .33 J 1 100 E 9018
 17575A PP048 MNPGR 5 3S 100 EA .54 J 1 100 E 8334
 17575A PP053 MNPGR 5 3S 58 EA .54 J 1 100 E 8321
 17575A PP059 MNPGR 5 3S 100 EA .41 J 1 100 N 8314

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:41:56
 LIST BY: * PRODUCTION-NBR: 175758

PDN	OPN	RCC	C	LL	STD	UC	STD	HRS	CH	CD	PDN	QTY	PER	ASV	SUPP	OCC	IND	D	DATE	PR	S	LBR	
17575A	PP060	MNPGR	5	3S	100	EA	.33	J	1	100	E	8175											
17575A	PP062	MNPGR	5	3S	100	EA	.82	J	1	100	E	8354											
17575A	PP088	MNPGR	5	3S	100	EA	1.23	J	1	100	E	8312											
17575A	PP091	MNPGR	5	3S	100	EA	.54	J	1	100	E	8285											
17575A	PP092	MNPGR	5	3S	100	EA	.54	J	1	100	E	8286											
17575A	PP093	MNPGR	5	3S	100	EA	.54	J	1	100	E	8285											
17575A	PS000	MNPGR	5	YK	100	EA	.50	J	1	100	N	8272											
17575A	PS001	MNPGR	5	YK	100	EA	.25	J	1	100	N	8305											
17575A	PS014	MNPGR	5	YK	100	EA	1.21	J	1	100	N	8277											
17575A	PS015	MNPGR	5	YK	100	EA	.26	J	1	100	N	8281											
17575A	PS045	MNPGR	5	YK	100	EA	2.00	J	1	100	N	9032											
17575A	PS048	MNPGR	5	YK	100	EA	.40	J	1	100	N	8334											
17575A	PS059	MNPGR	5	YK	100	EA	.55	J	1	100	N	8314											

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:42:02
 LIST BY: * PRODUCTION-NBR: 17575A

PDN	OPN	RCC	C	LL	STD	UC	STD	HRS	CH	CD	PDN	QTY	PER	ASV	SUPP	OCC	IND	D	DATE	PR	S	LBR	
17575A	PS062	MNPGR	5	YK	100	EA	.25	J	1	100	N	8354											
17575A	PS088	MNPGR	5	YK	100	EA	7.60	J	1	100	N	8312											
17575A	RA000	MNPRA	1	JA	25	EA	1.60	J	1	100	E	8357											
17575A	RA001	MNPRA	1	JA	79	EA	33.69	J	1	100	E	8305											
17575A	RA002	MNPRA	1	JA	67	EA	22.13	J	1	100	E	8280											
17575A	RA007	MNPRA	1	JA	05	EA	.92	J	1	100	E	8277											
17575A	RA009	MNPRA	1	JA	100	EA	6.50	J	1	100	E	8337											
17575A	RA012	MNPRA	1	JA	13	EA	2.62	J	1	100	E	9017											
17575A	RA013	MNPRA	1	JA	100	EA	7.93	J	1	100	E	9018											
17575A	RA014	MNPRA	1	JA	67	EA	7.35	J	1	100	E	9018											
17575A	RA015	MNPRA	1	JA	79	EA	46.96	J	1	100	E	8292											
17575A	RA016	MNPRA	1	JA	58	EA	2.41	J	1	100	E	9026											
17575A	RA017	MNPRA	1	JA	67	EA	.54	J	1	100	E	8334											

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE

QR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:39:32
LIST BY: * PRODUCTION-NBR: 16915A - RCC: MNPGF

PDN	OPN	RCC	LL	STD	UC	STH	CH	CD	PDN	QTY	PER	SUPP	OC	IND	STD	DATE
F SK LBR																
A I																
16915A	00010	MNPGF	5	35	100	EA	2.34	J		1	100				E	8132
16915A	NA023	MNPN	2	DB	100	EA	1.28	J		1	100				E	8090
16915A	NA024	MNPN	2	DB	200	EA	1.07	J		1	100				E	8091
16915A	NA025	MNPN	2	DB	100	EA	1.55	J		1	100				E	8091
16915A	FP023	MNPGF	5	HB	100	EA	.40	J		1	100				E	8223
16915A	RA023	MNPN	1	JA	100	EA	1.82	J		1	100				E	3062
16915A	RA024	MNPN	1	JA	175	EA	.81	J		1	100				E	5110
16915A	RA025	MNPN	1	JA	96	EA	1.94	J		1	100				E	5110
16915A	RA096	MNPN	1	JA	100	EA	2.11	K		1	100				E	8207
16915A	RB023	MNPN	3	JA	86	EA	3.29	J		1	100				N	8214
16915A	RB024	MNPN	3	JA	171	EA	2.03	J		1	100				E	5109
16915A	RB025	MNPN	3	JA	79	EA	13.17	J		1	100				E	5109
16915A	RC023	MNPN	B	UP	100	EA	4.02	J		1	100				E	8133

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR226921 MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:40:01

QR2069 LABOR STANDARD RECORD REVIEW
LIST BY: * PRODUCTION-NBR: 16915A - RCC: MNPRC

PDN	OPN	RCC	LL	STD	UC	STH	CH	CD	PDN	QTY	PER	SUPP	OC	IND	STD	DATE
F SK LBR																
A I																
16915A	RC024	MNPRC	B	UP	189	EA	2.82	J		1	100				E	8132
16915A	RC025	MNPRC	B	UP	100	EA	4.50	J		1	100				N	8132
16915A	WC001	MNPGW	5	KI	100	EA	2.54	K		1	100				N	5110
16915A	WD001	MNPGW	5	HB	100	EA	2.61	J		1	100				E	5110
16915A	WE023	MNPGW	5	DI	100	EA	1.09	J		1	100				E	8090
16915A	WE024	MNPGW	5	DI	200	EA	.58	J		1	100				N	8091
16915A	WE025	MNPGW	5	DI	100	EA	.50	J		1	100				E	8091
16915A	WF024	MNPGW	9	WF	97	EA	3.80	J		1	100				N	3027
16915A	WF025	MNPGW	9	WF	41	EA	3.83	J		1	100				N	3027
16915A	XNPN	MNPN	2	DB	100	EA	1.70	J		1	100				X	8089

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF

QR22693: END OF SELECTED DATA HAS BEEN REACHED
LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:40:24

QR2069 LABOR STANDARD RECORD REVIEW
LIST BY: * PRODUCTION-NBR: 17575A - RCC: MNPGF

PDN	OPN	RCC	LL	STD	UC	STH	CH	CD	PDN	QTY	PER	SUPP	OC	IND	STD	DATE
F SK LBR																
A I																
17575A	00010	MNPGF	5	YK	100	EA	110.60	J		1	100				N	9038
17575A	00100	MNPK	1	YF	100	EA	4.00	J		1	100				N	9202
17575A	HB374	MNPN	6	HB	100	EA	.93	J		1	100				N	9068
17575A	HC305	MNPN	6	HC	100	EA	5.05	J		1	100				N	9073
17575A	HC363	MNPN	6	HB	200	EA	5.29	K		1	100				N	9073

17575A HP305 MNPB 6 BS 100 EA 1.10 J 1 100 N 9073
 17575A KH010 MNPB 6 YA 100 EA 30.00 K 1 100 N 9179
 17575A MN062 MNPB 1 JA 100 EA 1.00 J 1 100 N 5233
 17575A NAO01 MNPNA 2 DB 100 EA 2.14 J 1 100 E 8343
 17575A NAO02 MNPNA 2 DB 100 EA 1.95 J 1 100 E 8323
 17575A NAO03 MNPNA 2 DB 100 EA .56 J 1 100 E 9012
 17575A NAO05 MNPNA 2 DB 100 EA .53 J 1 100 E 8042
 17575A NAO06 MNPNA 2 DB 100 EA .73 J 1 100 E 8350

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:40:32
 LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNPNA

PDN	OPN	RCC	C	LL	STD	UC	STD	HRS	CH	CD	PDN	QTY	PER	SUPP	OC	IND	D	DATE
17575A	NAO09	MNPNA	2	DB	100	EA	.91	J	1	100	E	9018						
17575A	NAO11	MNPNA	2	DB	95	EA	.20	J	1	100	E	9017						
17575A	NAO12	MNPNA	2	DB	100	EA	.17	J	1	100	E	8048						
17575A	NAO13	MNPNA	2	DB	100	EA	.33	J	1	100	E	9018						
17575A	NAO14	MNPNA	2	DB	100	EA	.54	J	1	100	E	8042						
17575A	NAO15	MNPNA	2	DB	100	EA	1.64	J	1	100	E	8358						
17575A	NAO16	MNPNA	2	DB	69	EA	.83	J	1	100	E	9026						
17575A	NAO17	MNPNA	2	DB	100	EA	.11	J	1	100	E	8364						
17575A	NAO18	MNPNA	2	DB	100	EA	.90	J	1	100	E	9017						
17575A	NAO19	MNPNA	2	DB	100	EA	.16	J	1	100	E	9006						
17575A	NAO20	MNPNA	2	DB	200	EA	.16	J	1	100	E	8344						
17575A	NAO21	MNPNA	2	DB	100	EA	.57	J	1	100	E	8173						
17575A	NAO24	MNPNA	2	DB	200	EA	.30	J	1	100	E	8344						

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE
 OR2069 LABOR STANDARD RECORD REVIEW DATE: 89/10/26 15:40:45
 LIST BY: * PRODUCTION-NBR: 17575A
 - RCC: MNPNA

PDN	OPN	RCC	C	LL	STD	UC	STD	HRS	CH	CD	PDN	QTY	PER	SUPP	OC	IND	D	DATE
17575A	NAO25	MNPNA	2	DB	100	EA	.28	J	1	100	E	9017						
17575A	NAO26	MNPNA	2	DB	100	EA	.78	J	1	100	E	8042						
17575A	NAO31	MNPNA	2	DB	100	EA	.06	J	1	100	E	9017						
17575A	NAO32	MNPNA	2	DB	100	EA	.11	J	1	100	E	8351						
17575A	NAO33	MNPNA	2	DB	100	EA	.69	J	1	100	E	9040						
17575A	NAO34	MNPNA	2	DB	200	EA	.28	J	1	100	E	8174						
17575A	NAO35	MNPNA	2	DB	100	EA	.06	J	1	100	E	9004						
17575A	NAO36	MNPNA	2	DB	100	EA	.23	J	1	100	E	8344						
17575A	NAO37	MNPNA	2	DB	63	EA	.24	J	1	100	E	9026						
17575A	NAO38	MNPNA	2	DB	100	EA	.22	J	1	100	E	9018						
17575A	NAO39	MNPNA	2	DB	100	EA	.05	J	1	100	E	9268						
17575A	NAO41	MNPNA	2	DB	100	EA	.07	J	1	100	E	8048						
17575A	NAO43	MNPNA	2	DB	100	EA	.48	J	1	100	E	8321						

F4 - LIST LBR-STD F12 - CLEAR SCREEN F16 - RETURN
 F5 - LIST NEXT LBR-STD F13 - HELP SF16 - LOGOFF
 OR22692: MORE RECORDS ON FILE - PRESS F5 TO CONTINUE

User ID: ZAB

***** S T O C K N U M B E R D E E P L O C K *****
STOCK NUMBER: 1620007575889
26-OCT-89 12:11

Page 1

* MIC CONTROL RECORDS:

STOCK NUMBER	MIC	SRC	UI	UNIT-COST	ERRC	FRZ	BIN-LOCATION	I&S	CRD	D-I	DSM	ON-HAND	SUP-INT	MIC-INT	SPC-LVL	BCK-ORD
1620007575889	MFF	D	EA	118.44	N		FF52D01A C141N	R	A	D	DD	4	5	0	0	0
REC-STS	ON-ORDR	CNT-STS	3OD-REQ	Q1-REQ	Q2-REQ	Q3-REQ	ISS-MTD	ISS-M1	ISS-M2	ISS-M3	ISS-M4	ISS-M5	ISS-M6			
2	0	2	5	12	11	11	4	0	0	3	5	5	0			

* SUPPLY MASTER BALANCE:

STOCK NUMBER	ERRC	FUND	CRD	UNIT-COST	A-ACCT-BAL	AX-ACCT-BAL
1620007575889	N	6H	A	118.44	14	55

* MANUFACTURE PART NUMBER RECORDS:

STOCK NUMBER	MFG PART NUMBER	NOUN/DESCRIPTION	FSMC	SOURCE	DATE-LAST-ACT
1620007575889	2661029-101	PIN, TRUNNION END	98897	M	6059

* MATERIAL STANDARD RECORDS:

STOCK NUMBER	MIC	PROD-NR	END-ITEM	OPER	RCC	QCC	UPA	REP %	CST-CD	UTL	3OD-REQ	QTR1-REQ	QTR2-REQ	QTR3-REQ
1620007575889	MFF	17565A	1620010204973	00010	MNPGPX	1.00	1	.10	A		0	2	2	2
1620007575889	MFF	74521A	1620001877445	00010	MNPGPX	1.00	1	.47	A		3	8	8	8

* INTRANSIT SUSPENSE:

STOCK NUMBER	DOC	MIC	UI	QTY	DOCUMENT NR	DS	BIN LOCATION	DEL-DT	ISS-FROM	OPC	CND
1620007575889	INT	MFF	EA	6	MNMMFF92991381		FF52D01A C141N	9299	WHS	A	A

User ID: ZAB

***** STOCK NUMBER DEEP LOOP *****
STOCK NUMBER: 162000271196
26-OCT-89 12:11

Page 1

* MIC CONTROL RECORDS:

STOCK NUMBER	MIC	SRC	UI	UNIT-COST	ERRC	FRZ	BIN-LOCATION	I&S	CRD	D-1	DSM	ON-HAND	SUP-INT	MIC-INT	SPC-LVL	BCK-ORD
1620000271196	MFF	D	EA	122.54	N		FF39C01A C141N	B	D	D	DC	0	10	0	0	0
REC-STD ON-ORDR CNT-STD 30D-RED 01-RED 02-RED 03-REQ ISS-MTD ISS-M1 ISS-M2 ISS-M3 ISS-M4 ISS-M5 ISS-M6																
2	0	0	2	5	16	15	15	15	5	0	0	0	0	3	5	3

* SUPPLY MASTER BALANCE:

STOCK NUMBER	ERRC	FUND	CRD	UNIT-COST	A-ACCT-BAL	AX-ACCT-BAL
1620000271196	N	6H	D	122.54	17	106

* MANUFACTURE PART NUMBER RECORDS:

STOCK NUMBER	MFG PART NUMBER	NUM/DESCRIPTION	FPMC	SOURCE	DATE-LAST-ACT
1620000271196	3641014-101	IRUNION LANDING GEA	98897	M	6059

* MATERIAL STANDARD RECORDS:

STOCK NUMBER	MIC	PROD-NR	END-ITEM	OPER	RCC	OCC	UFA	REP %	CST-CD	UTL	30D-REQ	QTR1-REQ	QTR2-REQ	QTR3-REQ
1620000271196	MFF	17565A	1620010204973	00010	MNFGPX	1.00	1	.10	A		0	2	2	2
1620000271196	MFF	74521A	1620001877445	00010	MNFGPX	1.00	1	.68	A		5	12	12	12

* INTRANSIT SUSPENSE:

STOCK NUMBER	DOC	MIC	UI	QTY	DOCUMENT NR	DS	BIN LOCATION	DEL-DT	ISS-FROM	OPC	CND
1620000271196	INT	MFF	EA	3	MNMMFF92981036		FF39C01A C141N	9298	WHS	A	A
1620000271196	INT	MFF	EA	7	MNMMFF92991378		FF39C01A C141N	9299	WHS	A	A

(6402A-CHUCK TI)

25, OCT, 80

PROD
NBR

EI IDENTITY

WS
APPL

SUM
COMP

REPAIR
COST

REPLACEMENT
COST

REPLACEMENT
COST

74521A 1620001877445

00C0141

73

6663.00

\$ 105223.77

24495.00

FORM NO 413 3

(6402A-TIF001)

MAN LAROK STD REVIEW 27, OCT, 89

8:12 AM

PROD NBR	RCC	OPER NBR	TYP STD	SI	FAC	STAND HOURS	OCC FAC	FACTORED STAND HOURS
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74521A	MNFCP	00010	N	HB	5	6.67	1.00	6.67
		FF502	E	CS	5	.55	1.00	.55
		FF503	E	CS	5	.55	1.00	.55
		FF504	E	CS	5	1.09	1.00	1.09
		FF505	E	CS	5	.37	1.00	.37
		FF508	E	CS	5	.37	1.00	.37
		FF510	N	CS	5	2.26	1.00	2.26

*

11.86

MNFCW

PM530	E	DJ	5	1.46	1.00	1.46
WC001	E	FI	5	1.71	1.00	1.71
WD001	E	HR	5	5.43	1.00	5.43
WE501	N	DI	5	.95	1.00	.95
WE502	E	DI	5	.99	1.00	.99
WE503	E	DI	5	1.74	1.00	1.74
WE504	E	DI	5	.98	1.00	.98
WE505	N	DI	5	.45	1.00	.45
WE508	N	DI	5	.45	1.00	.45
WE510	E	DI	5	.37	1.00	.37
WE511	N	DI	5	.40	1.00	.40
WE512	E	DI	5	.38	1.00	.38
WE520	E	DI	5	.07	1.00	.07
WE524	E	DI	5	.37	1.00	.37
XNFGW	X	DI	5	2.73	1.00	2.73

*

18.48

MNFCNA

NA501	E	DB	2	1.60	1.00	1.60
NA502	E	DB	2	1.18	1.00	1.18
NA503	E	DB	2	.98	1.00	.98
NA504	E	DB	2	.94	1.00	.94
NA505	E	DB	2	.33	1.00	.33
NA508	E	DB	2	.33	1.00	.33
NA510	E	DB	2	.05	1.00	.05
NA511	E	DB	2	.92	1.00	.92
NA512	E	DB	2	.26	1.00	.26
NA524	E	DB	2	.14	1.00	.14
XNFCNA	X	DB	2	1.51	1.00	1.51

*

8.24

MNFCRA

RA501	E	JA	1	14.00	.86	12.04
RA502	E	JA	1	9.70	.89	8.67
RA503	E	JA	1	2.12	.36	.76
RA504	E	JA	1	26.67	.21	6.02
RA510	E	JA	1	2.00	.29	.59
RA511	E	JA	1	2.27	.96	2.17
RA512	E	JA	1	2.79	.96	2.67
RA520	E	JA	1	.78	1.00	.78
RA524	E	JA	1	.34	1.00	.34

*

34.00

(G402A-TIF001) 'MAN' LABOR STD REVIEW 27,OCT,89 8:12 AM

PROD NR	RCD	UPL NR	TYE STD	SE	FAC	STAND HOURS	OCC FAC	FACTORED STAND HOURS
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74501A	MNFRB	RB501	E	JA	1	14.47	.75	10.85
		RB502	N	JA	1	5.04	.50	2.52
		RB503	E	JA	1	4.04	.75	1.33
		RB505	E	JA	1	3.19	.05	15
		RB508	E	JA	1	3.19	.05	15
		RB511	E	JA	1	9.49	.14	1.22
		RB512	E	JA	3	.87	.25	21

16.53

MNFRB	RC501	N	UP	B	1.00	3.59	1.00	3.59
	RC502	E	UP	B	.62	3.22	.62	1.99
	RC503	E	UP	B	.93	2.42	.93	2.25
	RC504	E	UP	B	.05	1.14	.05	5
	RC505	N	UP	B	.38	1.77	.38	67
	RC509	N	UP	B	.38	1.77	.38	67
	RC510	E	UP	B	1.00	.34	1.00	34
	RC511	N	UP	B	.90	2.05	.90	1.84
	RC512	N	UP	B	.89	1.43	.89	1.27
	XNFRD	X	UP	B	1.00	.51	1.00	51

17.18

MNFRW	WF501	N	WF	9	.25	3.34	.25	83
	WF502	N	WF	9	.21	3.84	.21	80
	WF504	N	WF	9	.07	5.51	.07	38
	WF510	N	WF	9	.21	1.55	.21	32
	XNFRW	X	WF	A	1.00	.06	1.00	6

2.39

104.68

(G402A-TIP001) 'MAN' LABOR STD REVIEW 27.OCT.89 8:12 AM

PROD NR	R/C	OFFR NR	TYF STD	SI	FAC	STAND HOURS	OCC FAC	FACTORED STAND HOURS
17575A	NNFNA	NA053	E	DB	2	.11	.16	4
		NA050	E	DB	2	.17	1.00	17
		NA062	E	DB	2	.30	1.00	30
		NA305	E	DB	2	.58	1.00	58
		NA363	E	DB	2	.08	1.00	8
		XNFNA	X	DB	2	7.38	1.00	7.38
★								
	NNFRA	RA000	E	JA	1	1.60	.25	40
		RA001	E	JA	1	23.69	.79	26.61
		RA002	E	JA	1	22.13	.67	14.82
		RA007	E	JA	1	.92	.05	4
		RA009	E	JA	1	6.50	1.00	6.50
		RA012	E	JA	1	2.82	.13	34
		RA013	E	JA	1	7.95	1.00	7.95
		RA014	E	JA	1	7.35	.67	4.92
		RA015	E	JA	1	46.96	.79	27.09
		RA016	E	JA	1	2.41	.58	1.39
		RA017	E	JA	1	.54	.67	36
		RA018	E	JA	1	7.34	.83	6.09
		RA021	E	JA	1	2.93	1.00	2.93
		RA024	E	JA	1	.54	.50	27
		RA025	E	JA	1	.54	.08	4
		RA026	E	JA	1	1.45	.63	91
		RA030	N	JA	1	2.55	.41	1.45
		RA031	N	JA	1	.20	.92	18
		RA032	N	JA	1	.26	1.00	26
		RA033	E	JA	1	7.69	.54	1.99
		RA038	E	JA	1	4.70	.09	4
		RA041	E	JA	1	.87	.05	4
		RA043	E	JA	1	.83	.09	7
		RA047	E	JA	1	.09	.13	1
		RA048	E	JA	1	3.08	1.00	3.08
		RA049	N	JA	1	.11	1.00	11
		RA051	E	JA	1	.54	.79	42
		RA059	N	JA	1	1.15	1.00	1.15
		RA071	N	JA	1	3.41	.15	51
		RA092	N	JA	1	3.41	.05	17
		RA093	N	JA	1	3.41	.15	51
★								
	NNFRA	RE001	E	JA	3	29.29	.79	23.13
		RE002	E	JA	3	23.19	.67	15.52
		RE003	E	JA	3	7.78	.17	64
		RE006	E	JA	3	4.89	.21	1.02
		RE007	E	JA	3	1.87	1.00	1.87
		RE014	E	JA	3	5.75	1.00	5.75
		RE015	E	JA	3	4.05	.00	01
		RE016	E	JA	3	7.96	.58	4.61
		RE017	E	JA	3	2.06	.17	25
		RE018	E	JA	3	8.31	.7	1.41

PROD NR	PLC	OFFR NR	TYF STD	SI	FAC	STAND HOURS	QCC FAC	FACTORED STAND HOURS
17575A	NHESB	RB019	E	JA	3	10.23	.05	51
		RB020	E	JA	3	1.78	1.00	1.78
		RB024	E	JA	3	3.36	.50	1.68
		RB025	E	JA	3	3.48	.39	1.00
		RB032	E	JA	3	2.55	.67	1.70
		RB034	E	JA	3	2.80	.97	2.71
		RB048	N	JA	3	.60	1.00	.60
		RB051	E	JA	3	1.76	.79	1.39
		RB053	E	JA	3	1.28	.50	.64
		YNFRB	X	JA	3	.03	1.00	.03
67.16								

*

INFAC	RC001	N	UP	R	8.29	1.00	8.29
	RC002	N	UP	R	21.68	1.00	21.68
	RC005	E	UP	R	1.25	.71	.88
	RC006	E	UP	R	1.23	.75	.99
	RC007	E	UP	R	3.37	1.00	3.37
	RC009	N	UP	R	1.67	.63	1.05
	RC011	E	UP	R	.52	.21	.10
	RC012	E	UP	R	.21	1.00	.21
	RC013	E	UP	R	2.22	.18	.39
	RC014	N	UP	R	6.40	1.00	6.40
	RC015	E	UP	R	4.51	1.00	4.51
	RC016	E	UP	R	2.90	.63	1.82
	RC017	N	UP	R	1.16	.67	.77
	RC018	E	UP	R	2.82	.84	2.36
	RC019	E	UP	R	2.30	.16	.36
	RC020	N	UP	R	1.41	1.50	2.11
	RC021	E	UP	R	1.82	.79	1.42
	RC024	E	UP	R	.75	.85	.63
	RC025	N	UP	D	1.25	.79	1.06
	RC026	E	UP	B	1.72	.67	1.15
	RC027	E	UP	R	2.18	1.00	2.18
	RC034	N	UP	R	.52	.54	.33
	RC035	E	UP	R	2.50	.97	2.42
	RC036	E	UP	D	.66	1.00	.66
	RC037	E	UP	R	1.16	.79	.91
	RC038	E	UP	R	.57	1.63	.92
	RC039	E	UP	B	.84	.50	.42
	RC040	E	UP	D	.14	.21	.07
	RC043	E	UP	D	.75	.05	.07
	RC046	E	UP	R	.17	.13	.02
	RC047	E	UP	R	.49	.17	.08
	RC048	E	UP	R	1.46	1.00	1.46
	RC049	E	UP	R	.56	.83	.46
	RC051	N	UP	R	1.59	.63	1.00
	RC052	E	UP	R	.36	.19	.05
	RC053	N	UP	R	1.79	.58	1.03
	RC061	E	UP	R	.64	.13	.08
	RC062	E	UP	R	1.10	.74	.94
	RC091	E	UP	D	.98	.50	.49
67.16							

(G402A-11P001) 'MGN' L-100R STD REVIEW 27.OCT.89 8:12 AM

PROD NR	RCC	OPER NR	TYP STD	SA	FAC	STAND HOURS	OCC FAC	FACTORED STAND HOURS
17575A	MNFAC	RC092	E	UP	B	.38	.50	19
		RC093	E	UP	B	.38	.05	1
								72.65
* * *								
	MNFWW	WF04B	N	WF	9	1.14	1.00	1.14
		WH091	N	WF	A	.57	1.00	57
		WH092	N	WF	A	.57	1.00	57
		WH093	N	WF	A	.57	1.00	57
								2.85
								730.93

(G402A-TIP001) 'MAN' LABOR STD REVIEW 27,OCT,89 3:12 AM

PROD NBR	RCC	OPER NBR	TYP STD	SP	FAC HOURS	STAND HOURS	OCC FAC	FACTORED STAND HOURS
17575A	MNFGW	WE062	N	DI	5	.26	1.00	26
		WE091	N	DI	5	.30	1.00	30
		WE092	N	DI	5	.29	1.00	29
		WE093	N	DI	5	.30	1.00	30
		XNFGW	X	DI	5	5.32	1.00	5.32
								39.97
								20
								20
								1.00
								1.00
								2.14
								1.95
								1.00
								.56
								.53
								.73
								.81
								.95
								.17
								.33
								.54
								1.64
								.83
								.11
								.90
								.16
								.16
								.57
								.30
								.78
								.78
								.06
								.11
								.69
								.28
								.06
								.23
								.24
								.22
								.05
								.07
								.48
								.04
								.49
								.07
								.26
								.14
								.05
								.05
								2.14
								1.95
								1.00
								.56
								.53
								.73
								.81
								.95
								.17
								.33
								.54
								1.64
								.83
								.11
								.90
								.16
								.16
								.57
								.30
								.78
								.78
								.06
								.11
								.69
								.28
								.06
								.23
								.24
								.22
								.05
								.07
								.48
								.04
								.49
								.07
								.26
								.14
								.05
								.05

3:12 641

387

(G402A-11001) "TOWN" LABOR STD REVIEW 27, OCT, 87 8:12 AM

PROD NER	ACC	OPER NBR	TYE STD	SP	FAC	STAND HOURS	OCC FAC	FACTURED STAND HOURS
17575A	MI FRW	XI FRW	X	4N	6	.54	1.00	54
*								
MINICR								
		HR374	N	HR	6	.93	1.00	93
		HC305	N	HC	6	5.05	1.00	5.05
		HC363	N	HR	6	5.29	2.00	10.58
		HF305	N	TS	6	1.10	1.00	1.10
*								
								17.65
MINICR								
		00100	N	VF	1	4.00	1.00	4.00
		PH010	N	YA	6	30.00	1.00	30.00
*								
								34.00
MINICR								
		00010	N	VI	5	110.60	1.00	110.60
		FA070	N	VI	5	48.40	1.00	48.40
		FI035	N	VI	5	126.02	1.00	126.02
		FD074	E	VI	5	.02	1.00	.02
		PH045	N	VI	5	.50	1.00	.50
		CH058	N	VI	1	8.92	1.00	8.92
		FN088	E	VI	5	1.03	1.00	1.03
		FF001	E	TS	5	2.51	1.00	2.51
		FF005	E	TS	5	.54	1.00	.54
		FF006	E	TS	5	.42	1.00	.42
		FF009	E	TS	5	.40	1.00	.40
		FF011	E	TS	5	.45	1.00	.45
		FF012	E	TS	5	1.18	1.00	1.18
		FF013	E	TS	5	.85	1.00	.85
		FF015	E	TS	5	1.26	1.00	1.26
		FF016	E	TS	5	.81	1.00	.81
		FF017	E	TS	5	.54	1.00	.54
		FF018	E	TS	5	1.61	1.00	1.61
		FF019	E	TS	5	.35	1.00	.35
		FF020	E	TS	5	.40	1.00	.40
		FF021	E	TS	5	.40	1.00	.40
		FF024	E	TS	5	.87	1.00	.87
		FF025	E	TS	5	.62	1.00	.62
		FF026	E	TS	5	.40	1.00	.40
		FF074	E	TS	5	.73	2.00	.66
		FF078	E	TS	5	.73	1.00	.73
		FF048	E	TS	5	.54	1.00	.54
		FF053	E	TS	5	.54	.58	.31
		FF059	N	TS	5	.41	1.00	.41
		FF060	E	TS	5	.73	1.00	.73
		VF042	E	TS	5	.02	1.00	.02
		FF088	E	TS	5	1.23	1.00	1.23
		FF091	E	TS	5	.54	1.00	.54
		FF092	E	TS	5	.54	1.00	.54
		FF097	E	TS	5	.54	1.00	.54
		FF099	N	VI	5	.50	1.00	.50
		FF091	N	VI	5	.25	1.00	.25

(6402A-TIFC01) LABOR STD REVIEW 27.OCT.89 8:12 AM

PROD NR	SOC	USER NR	TYPE STD	ST FAC	STAND HOURS	OCC FAC	FACTURED STAND HOURS
15915A	MBFCP	00010	E	35	5	2.34	2.34
		PR023	E	HB	5	1.00	40
							2.74
		WD001	N	FI	5	1.00	2.54
		WD001	E	HB	5	1.00	2.61
		WE023	E	DI	5	1.00	1.09
		WE024	N	DI	5	2.00	1.16
		WE025	E	DI	5	1.00	50
							7.90
		NA023	E	DB	2	1.00	1.28
		NA024	E	DB	2	2.00	2.14
		NA025	E	DB	2	1.00	1.55
		XNFNA	X	DB	2	1.00	1.70
							6.67
		PA023	E	JA	1	1.00	1.82
		PA024	E	JA	1	1.75	1.41
		PA025	E	JA	1	.96	1.86
		PA026	F	JA	1	1.00	2.11
							7.20
		RB023	N	JA	3	.86	2.82
		RB024	E	JA	3	1.71	3.47
		RB025	E	JA	3	.79	10.40
							16.69
		RC023	E	UP	B	1.00	4.02
		RC024	E	UP	B	1.89	5.22
		RC025	N	UP	B	1.00	4.50
							13.84
		WF024	N	WF	9	.97	3.68
		WF025	N	WF	9	.41	1.57
							5.25
							60.29

30-Oct-89

BLDG 505/507

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TITA-TITANIUM
SS-S STL
SYN-SYNTHETIC
LD-LEAD

CSA BRAKE ASSEMBLY

BILL OF MATERIALS

15698A

ROUTED ITEM	ALUM LEVEL CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	DESCRIPTION	UNITS PER ASSY	YIELD PER ASSY	SCRAP PER ASSY	PART NAME	REV	EFFECTIVITY DATE	TECH NUMBER	DRD ACTION	PENDING ACTION	PENDING ACTION	PENDING ACTION	PENDING ACTION
STL	1.0	12-1179-4	11630010414570	97153	BRAKE, MULT. DISK	11	1EA										
STL	1.1	143-723	15304002293839	97153	BOLT	122	1EA										
STL	1.1	162000206	15310001499146	96906	WASHER	17	1EA										
STL	1.1	131-3	1163000435691	97153	LOCK	12	1EA										
STL	1.1	1244-294-1	11630004491624	97153	END PLATE (CARRIER & LINING ASSY)	12	1EA										
STL	1.2	178-101	15320001921679	97153	RIVET, BENT-TUBULAR	111	1EA										
STL	1.2	180-527	15310002207968	97153	WASHER	111	1EA										
STL	1.2	1620427-407	15320002099632	96906	RIVET, SOLID	111	1EA										
STL	1.2	1342-43-2	11630001508944	97153	LINING, CARRIER	111	1EA										
STL	1.2	154-249-1	13120004720594LE	97153	SLEEVE, STEPPED	111	1EA										
STL	1.2	1261-285	IN.S.L.	97153	CARRIER	11	1EA										
STL	1.1	1244-295-1	11630004491624	97153	END PLATE (CARRIER & LINING ASSY)	14	1EA										
STL	1.2	178-99	15320001543216	97153	RIVET, BENT-TUBULAR	19	1EA										
STL	1.2	180-527	15310002207968	97153	WASHER	19	1EA										
STL	1.2	1620427-408	15320002216016	96906	RIVET, SOLID	19	1EA										
STL	1.2	1342-44-2	11630001508946	97153	LINING, CARRIER	118	1EA										
STL	1.2	154-230	13120004866611	97153	SLEEVE, BUSHING	19	1EA										
STL	1.2	153-123	11630004276015	97153	CLIP, ROTOR	19	1EA										
STL	1.2	153-147	11630010323842	97153	CLIP, ROTOR	19	1EA										
STL	1.2	1261-247	IN.S.L.	97153	CARRIER	11	1EA										
STL	1.1	1244-292-1	11630004491624	97153	END PLATE (CARRIER & LINING ASSY)	13	1EA										
STL	1.2	178-100	15320004353581	97153	RIVET, BENT-TUBULAR	111	1EA										
STL	1.2	180-527	15310002207968	97153	WASHER	122	1EA										
STL	1.2	1620427-409	15320002286547	96906	RIVET, SOLID	111	1EA										
STL	1.2	1342-43-2	11630001508944	97153	LINING, CARRIER	122	1EA										
STL	1.2	154-230	13120004866611	97153	SLEEVE, BUSHING-REMOVE	111	1EA										
STL	1.2	153-104	11630004356097	97153	CLIP, STATOR	111	1EA										
STL	1.2	1261-262	IN.S.L.	97153	CARRIER	11	1EA										
STL	1.1	195-383	11630004542386	97153	PLATE, BACKUP	11	1EA										
STL	1.1	1340-5-5	11630004015902	97153	TORQUE TUBE ASSY	11	1EA										
STL	1.2	166129008	IN.S.L.	98205	NUT	111	1EA										
STL	1.2	16624494C12	15320009022132	96906	SCREEN	111	1EA										
STL	1.2	170-131	11630004356092	97153	INSERT CAP	111	1EA										
STL	1.2	1319-17	IN.S.L.	97153	TORQUE TUBE SUBASSEMBLY	11	1EA										
STL	1.2	16621209FF-6-15	153400046808768	96906	INSERT, SCREEN	122	1EA										
STL	1.3	IN.P.L.	IN.S.L.	96906	TORQUE TUBE	11	1EA										
STL	1.2	1319-8-3	IN.S.L.	97153	TORQUE TUBE SUBASSEMBLY	11	1EA										
STL	1.3	16621209FF-6-15	153400046808768	96906	INSERT, SCREEN	122	1EA										
STL	1.3	IN.P.L.	IN.S.L.	96906	TORQUE TUBE	11	1EA										
STL	1.3	IN.P.L.	IN.S.L.	96906	SHIM	19	1EA										
STL	1.1	16621031-120	15305010946228LE	96906	RETICULUM	14	1EA										
STL	1.1	1301-4	11630004638730	97153	PRESSURE PLATE ASSY	11	1EA										
STL	1.2	193-325	IN.S.L.	97153	PLATE, PRESSURE	11	1EA										
STL	1.2	16621209FF-1-15	153400088007874	96906	INSERT, SCREEN	12	1EA										
STL	1.1	1115-161	11630005090324	98897	INSULATOR	18	1EA										
STL	1.1	193-375	IN.S.L.	97153	PLATE, INS. BACKUP	18	1EA										
STL	1.1	16614624-1137	15340008037316	96906	RING, RETAINING	14	1EA										

REPLACE
CLIPS & PODS

WHERE IS THE LINING

REMOVE

200

30-Oct-89

BLDG 505/507

STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TIT-TITANIUM
SS-S STL
SYN-SYNTHETIC
L-LEAD

CSA BRAKE ASSEMBLY

BILL OF MATERIALS

15698A

ROUTED	LOW LEVEL	PART	STOCK	VENDOR	DESCRIPTION	UNITS	UNIT YIELD	SCRP	PART	MIC	REV	EFFECTIVITY	TECH	ORD	PENDING	PENDING	PENDING	PENDING
ITEM	CODE	NUMBER	NUMBER	CODE		PER	OF	DATE	FACTORY	TYPE	CODE	LEVEL	CONTROL	CHK	NUMBER	ACTION	ACTION	ACTION
1..2	169-726	169-726	IN.S.L.	97153	1..PACKING, PERFORMED	116	EA											
1..2	169-726	169-726	15330005840263	90906	1..PACKING, O-RING	18	EA											

30-051-89

BAL DG 505/507

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TITANIUM
SS=S STEEL
SYN=SYNTHETIC
LD=LEAD

A-10 ML8 BRAKE ASSY

TABLE OF CONTENTS

157-2A

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[illegible]

201012

DISK LIVING AREA
CARRIES AND LIVING
BOUNDED WHEN IT
WEARS OFF THEY JUST MOVE
METAL

THE CLIPS WEARS
AND CAUSES THE FAILURE
NOT THE DISC
[EJECT
PUSH]

30-Oct-99

BUDG 505/507

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TIT=TI TITANIUM
SS=5 STEEL
SYN=SYNTHETIC
LD=LEAD

ATD MLB BRAKE ASSY

BILL OF MATERIALS

745684

ROUTED ITEM	LOW LEVEL CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS PER ASSY	UNIT OF RATE	YIELD SCAP	PART MISC	REV	EFFECTIVITY	TECH DRO	PENDING 103	PENDING 252	PENDING ACTION	PENDING ACTION
STL	1.1	1274-78	14730001274040	97153	..FITTING, REDUCER	1	EA									
	1.1	1266-28-2	IN.S.L.	97153	..PISTON HOUSING ASSY	1	EA									
	1.2	1621209F1-20	5340007217653	96906	...INSERT, HELICOIL	112	EA									
	1.2	IN.P.L.	IN.S.L.	.....	...BUSHING MOUNTING BOLT HOLE	1	EA									
	1.2	1260-439-3	IN.S.L.	97153	..HOUSING	1	EA									
STL	1.1	169015-09	53650008042162	88044	..PLUG AND BLEEDER	1	EA									
	1.1	169020-09	5330000805898	96906	..PACKING, PREFORMED	12	EA									
STL	1.1	1274-81	14730010033296	97153	..FITTING, REDUCER	1	EA									

68-120-05

BLDG 505/507

RESULTS

73116-716

HOW TO GET THE

W153694-964

TITAN-2 TITANIUM

U.S. 5655

715 6-55

LA BINGSSO 21008 5 11 903-3

BILL OF MATERIALS

1585A

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[illegible]

852 ML6 BRAKE ASSY

二、研究

399

68-120-89

BL08 505/507

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TITANIUM
SS=S STAINLESS
SYN=SYNTHETIC
LD=LEAD

F-106 MILB PRESSURE PLATE

BILL OF MATERIALS

15621A

ROUTED	LOW LEVEL	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS	UNIT/YIELD	SCHOP	PART #MIC	REV	EFFECTIVITY	TECH ORD	PENDING	PENDING	PENDING
ITEM	CODE					PER	OF RATE	FACTOR TYPE	CODE LEVEL	CONTROL	CNS	103	ACTION	ACTION	ACTION
						ASSY	MEAS		IR,D,C	DATE	NUMBER				
:0	:151804		:1630006712838	:55284	PRESSURE PLATE ASSY	1	EA								
:1	:1357109		:1630007113077	:55284	LINING, CERAMTALLIC	12	EA								
:1	:1186476		IN S.L.		PLATE, PRESURE	1									
:1	:148588		:1630006623487	:55284	FASTENER	12	EA								

8106 505/507

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TITANIUM
SS=S STL
SYN=SYNTHETIC
LD=LEAD

F-106 MLG BRAKE ASSEMBLY

BILL OF MATERIALS

5107A

[illegible]

68-120-05

BLDG 505/507

STL=STEEL
AL=ALUMINUM
MAG=MAGNESIUM
TITA=TITANIUM
SS=S STL
SYN=SYNTHETIC
LD=LEAD

F-106 M/G BRAKE ASSEMBLY

BILL OF MATERIALS

15385A

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ITEM	LOW LEVEL	CODE	PART NUMBER	STOCK NUMBER	VENDOR CODE	NOMENCLATURE	UNITS/UNIT/VIEW/SCAP			PART INIC			REV EFFECTIVITY/TECH DRD			PENDING			PENDING																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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157L	1,1	1201-52-44-063		5310000846347	43999	WASHER, ADJUSTER	14	EA	1	1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

2 JOB ORDER NO 19266A		3 QUANTITY		4 PRODUCTION SEC/RCC MNPGW		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER 5000262				8 TECH DATA 4B-1-32 4B1-2-1153				9 ITEM SERIAL NO	
10 MODEL DESIGN SERIES E3A		11 STOCK NUMBER 1630010374959				12 OPTIONAL			
13 SERIAL NUMBER		14 NOUN PRESSURE PLATE							
15 DISPATCH STATION	16 PERF RCC/OP NO.	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
		GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 P/O N01561							
		BLAST MIL-STD-1504 HEAT TREAT MIL-H-6875F							
		ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN							
		THE BASIC TECHNICAL ORDER (T.O.) AND T.O. SUPPLEMENTS REFERENCED IN BLOCK 8 OF THIS AFLC FORM 959. THE APPLI- CABLE T.O.'S AND SUPPLEMENTS WILL							
		ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT. *COMPONENTS WILL BE THOROUGHLY CLEANED & PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.							
		WARNING MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.							
		REQD (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP.							
	001	5000262							
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	<i>Frank H Rigby</i> <i>MANEL/1367689</i> <i>MAN SM 13F809</i> <i>APR 02 1989</i> <i>James Murray</i> <i>Edward E. Ventick</i>				39203N			

2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER			8 TECH DATA				9 ITEM SERIAL NO		
10 MODEL DESIGN SERIES		11 STOCK NUMBER		12 OPTIONAL					
13 SERIAL NUMBER		14 NOUN PRESSURE PLATE							
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
34D	005 *REQD*	DISASSEMBLE *C/P MOVE					M		
34D	008 *REQD*	ROTO BLAST *C/P MOVE					M		
34E	020 *REQD*	E & I IAW T.O. PAGE 5-2 *C/P MOVE							
25	030	DRAW FLATTEN HEAT TO 1150 DEG F (621 DEG C) 1 HR REMOVE THIGHTEN BOLTS REHEAT 2-3 HRS *C/P MOVE					M		
3	040	GRIND SEATING SURFACE TO REMOVE DAMAGE OR CORROSION MIN .265 IN *C/P MOVE					M		
34M	050 *REQD*	F.M.P.I. *C/P MOVE				M	K		
13	060 *REQD*	PRE-FINAL INSPECTION *C/P MOVE					M		
13	070 *REQD*	PAINT *C/P MOVE					M		
13	080 *REQD*	INSTALL PADS *C/P MOVE P/N 5000260 P/N GY18B11					M		
8	090	GRIND NEW PADS .395 IN MAX FLAT WITHIN .010 IN *C/P MOVE					M		
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C		39203N			
		B		D					

39203N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89041

3 3
PAGE OF PAGES

2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER			8 TECH DATA				9 ITEM SERIAL NO		
10 MODEL DESIGN SERIES			11 STOCK NUMBER			12 OPTIONAL			
13 SERIAL NUMBER			14 NOUN PRESSURE PLATE						
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
34M	100	DEMAGNETIZE *C/P MOVE				M	K		
13	110 *REQD*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958					M		
13	120 *REQD*	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE					M		
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C		39203N			
		B		D					

WORK CONTROL DOCUMENT (MEDS)

15204N

1 DATE

39040

PAGE 2 OF 2 PAGES

2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER			8 TECH DATA				9 ITEM SERIAL NO		
10 MODEL-DESIGN-SERIES			11 STOCK NUMBER			12 OPTIONAL			
13 SERIAL NUMBER			14 NOUN						
			PRESSURE PLATE						
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 M	20 C	
34C	020	CLEAN/BLAST					M		
	REQD	*C/P MOVE							
34E	030	E & I							
	REQD	*C/P MOVE							
25A	040	HEAT TREAT					M		
	REQD	*C/P MOVE*							
69	050	REPAIR ELONGATED HOLES					M		
		I.A.W. FIG 2-7							
69A	070	F.M.P.I					K		
	REQD	*C/P MOVE				M			
13	080	PAINT					M		
	REQD	*C/P MOVE							
13	085	SURFACE PLATE RIVET ROOM					M		
		*C/P MOVE							
13	090	INSTALL WEAR PADS					M		
	REQD	*C/P MOVE							
13	100	FINAL ACCEPTANCE OF WORK CONTROL					M		
	REQD	DOCUMENT FOR COMPLETENESS & ACCURACY							
		OF ALL PRECEDING OPERATIONS THIS 958							
13	110	FINAL PRODUCT VISUAL INSPECTION					M		
	REQD	*C/P MOVE*							
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE				23 DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C					
						15204N			
		B		D					

33226N WORK CONTROL DOCUMENT (MEDS)				1 DATE E631E		PAGE 1 OF 1 PAGES	
2 JOB ORDER NO 15387A		3 QUANTITY		4 PRODUCTION SEC/RCC MNPGR		5 DATE SCHED	
7 PART NUMBER 93-189		8 TECH DATA 4B-1-32 4B1-2-173				9 ITEM SERIAL NO	
10 MODEL DESIGN SERIES T-3E		11 STOCK NUMBER 1630006266272		12 OPTIONAL			
13 SERIAL NUMBER		14 NOUN PRESS. PLATE					
15 DISPATCH STATION		16 PERF RCC OP NO		17 WORK TO BE ACCOMPLISHED		18 MECHANIC	
				GOVERNING DIRECTIVES: AFMOR 66-51 MANCI 66-3 FMFI IAW MIL-STD-1949 P/O N01561		P	
				GRIND IAW MIL-STD-866		P	
				*****STEEL*****		P	
				ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLICABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT.		P	
				*COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.		P	
				*****"W A R N I N G"*****		P	
				MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.		P	
				REQ (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP		P	
21 FINAL DESTINATION DISPATCH		22 COORDINATION/INITIATING RCC SIGNATURE/DATE A		23 DOCUMENT SN 33226N		C	
FUNCTIONAL CODE		B				D	

33206N WORK CONTROL DOCUMENT (MEDS)

1 DATE

86318

PAGE 2 OF 2 PAGES

2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER				8 TECH DATA				9 ITEM SERIAL NO	
10 MODEL DESIGN SERIES				11 STOCK NUMBER				12 OPTIONAL	
13 SERIAL NUMBER				14 NOUN					
				PRESS. PLATE					
15 DISPATCH STATION		16 REFERENCE NO		17 WORK TO BE ACCOMPLISHED				18 MECHANIC	
								19 P	
								20 C	
340		220		CLEAN AS REQ'D					
				REQD *C/P MOVE					
340		210		E & I ROUTE FOR REPAIR AS T.O. DIRECTS.					
				REQD *C/P MOVE					
250		220		HEAT TREAT - DRAW FLAT					
				REQD *C/P MOVE					
290		230		F.M.P.I				N	
				REQD *C/P MOVE					
13		240		PAINT					
				REQD *C/P MOVE					
19		250		FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958				C	
19		260		FINAL PRODUCT VISUAL INSPECTION				C	
				REQD					
				COORDINATED BY:					
				PLANNING: FRANK RIGBY					
				CHK MEASURE: KERRY COOP					
				SCHEDULING: LOYAL WIENS					
				PRODUCTION: GRANT BULLOCK					
				QUALITY: MILC STONES					
				NO PADS					
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT SN					
DISPATCH		FUNCTIONAL CODE		A		C		33206N	
				B		D			

WORK CONTROL DOCUMENT (MEDS)					1 DATE	PAGE ___ OF ___ PAGES
2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC/RCC	5 DATE SCHED	6 DATE COMPLETED		
		MNPGW				
7 PART NUMBER	8 TECH DATA			9 ITEM SERIAL NO		
		4B1-4-263				
10 MODEL DESIGN SERIES	11 STOCK NUMBER	4B1-4-263/4B1-32				
KC135						
13 SERIAL NUMBER	14 NOUN					
PRESSURE PLATE						
15 DISPATCH STATION	16 PERP RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q	
P/N		NSN C/N				
2600344	ASSEMBLY	1630008727465				
2600343		15162A				
2601858		15054A				
		GOVERNING DIRECTIVES: AFLCR 66-51				
		MANOI 66-3				
		EMPI IAW MIL-STD-1949				
		P/O N01561				
		*****UNIT COST \$406.13*****				
		ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLICABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT.				
		*COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.				
		*****W A R N I N G*****				
		MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.				
		REQD (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS				
34D	010	DELTA STAMP				
		DISASSEMBLE/REMOVE LININGS		M		
	REQD	*C/P MOVE				
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN		
DISPATCH	FUNCTIONAL CODE	A Frank H. Rigby		15204N		
		MANEL / 9 Feb 89				
		E. J. Murray		FEB 17 1989		
		Edward C. Dwyer		MANEL		

38207N WORK CONTROL DOCUMENT (MEDS)

DATE 39040

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2. JOB ORDER NO 15752A		3. QUANTITY		4. PRODUCTION SEC/RCC MNPGW		5. DATE SCHED		6. DATE COMPLETED	
7. PART NUMBER 5002513			8. TECH DATA 4B-1-32 4B1-2-1143				9. ITEM SERIAL NO.		
10. MODEL-DESIGN-SERIES A-10		11. STOCK NUMBER 1630010039104			12. OPTIONAL				
13. SERIAL NUMBER		14. NOUN PRESSURE PLATE							
15. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED				18. MECHANIC	19. "P"	20. "Q"	
		*****UNIT COST S 271.55**** GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949							
		HEAT-TREAT P/O N01561 MIL-H-6875F *****S T E E L*****							
		ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER (T.O.) AND T.O. SUPPLEMENTS REFERENCED. THE APPLICABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT.							
		*COMPONENTS WILL BE THOROUGHLY CLEANED & PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.							
		WARNING MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.							
		REQD (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP.							
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A. <i>Frank H. Rigby</i> MANEL/17FAB89 MAR 02 1989 B. <i>Colvin</i> MANSM 17FAB89 MAR 02 1989 C. <i>James C. Murray</i> MAR 02 1989				38207N			

WORK CONTROL DOCUMENT (MEDS)					1. DATE	PAGE 3 OF 3 PAGES	
2. JOB ORDER NO.		3. QUANTITY		4. PRODUCTION SEC/RCC		5. DATE SCHED	
7. PART NUMBER		8. TECH DATA				9. ITEM SERIAL NO.	
10. MODEL-DESIGN-SERIES		11. STOCK NUMBER		12. OPTIONAL			
13. SERIAL NUMBER		14. NOUN					
15. DISPATCH STATION		16. PERF RCC/OP NO.		17. WORK TO BE ACCOMPLISHED		18. MECHANIC	
						19. "P"	
						20. "Q"	
				1. 100.116 1. 100.102			
13				FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT HAS COMPLETED. ACCURACY OF ALL FOLLOWING OPERATIONS WILL BE			M
13				FINAL PRODUCT VISUAL INSPECTION 1. 100.102			M
				COORDINATION BY: PLANNING: FRANK RIGBY WK MEASURE: FRANK RIGBY SCHEDULING: LOU ANN WALLACE			
				PRODUCTION: KYLE MURRAY QUALITY: JO OVERLIP			
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/EN	
DISPATCH	FUNCTIONAL CODE	A		C		100.102	
		B		D			

34209N WORK CONTROL DOCUMENT (MEDS)

1 DATE

88165

PAGE 1 OF 1 PAGES

2. JOB ORDER NO. 15576A		3. QUANTITY		4. PRODUCTION SEC/RCC MNP GW		5. DATE SCHED		6. DATE COMPLETED	
7. PART NUMBER 5001701				8. TECH DATA 4B-1-32 4B1-2-1113				9. ITEM SERIAL NO.	
10. MODEL-DESIGN-SERIES F-5E			11. STOCK NUMBER 1630000223634			12. OPTIONAL			
13. SERIAL NUMBER			14. NOUN PRESSURE PLATE						
15. DISPATCH STATION	16. PERF RCC/OP NO.	17. WORK TO BE ACCOMPLISHED				18. MECHANIC	19. P	20. Q	
		GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLIC- ABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT.							
		*COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.							
		*****"W A R N I N G"***** MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.							
		REQD (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP							
34D	001	DISASSEMBLE							
	REQD	*C/P MOVE							
34C	020	CLEAN/BLAST					M		
	REQD	*C/P MOVE							
34E	030	E & I KEY SLOT 1.020 MAX C/P MOVE							
	REQD								
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C		34209N			
		B		D					

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1 DATE

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC		5 DATE SCHED		6 DATE COMPLETED	
7. PART NUMBER				8 TECH DATA				9. ITEM SERIAL NO.	
10 MODEL-DESIGN-SERIES			11 STOCK NUMBER			12 OPTIONAL			
13. SERIAL NUMBER			14 NOUN PRESSURE PLATE						
15. DISPATCH STATION	16. PERF RCC/OP NO.	17. WORK TO BE ACCOMPLISHED				18. MECHANIC	19. P	20. Q	
25A	040	HEAT TREAT C/P MOVE							
69A	050 *REQD*	F.M.P.I. C/P MOVE				M	K		
13P	060 *REQD*	PAINT C/P MOVE							
13	070 *REQD*	INSTALL WEAR PADS C/P MOVE					M		
13	080 *REQD*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958							
13	090 *REQD*	FINAL PRODUCT VISUAL INSPECTION					M		
19	997	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958					M		
19	998	FINAL PRODUCT VISUAL INSPECTION					M		
		COORDINATED BY; PLANNING: FRANK RIGBY WK MEASURE: KERRY COOP SCHEDULING: LOU ANN WALLACE							
		PRODUCTION: ROGER MURRAY QUALITY: ED OVERDIEK							
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/BN			
DISPATCH	FUNCTIONAL CODE	A		C		34209N			
		B		D					

WORK CONTROL DOCUMENT (MEDS)					1. DATE	PAGE ___ OF ___ PAGES
2. JOB ORDER NO.		3. QUANTITY		4. PRODUCTION SEC/RCC		5. DATE SCHED
7. PART NUMBER			8. TECH DATA			9. ITEM SERIAL NO.
10. MODEL-DESIGN-SERIES		11. STOCK NUMBER		12. OPTIONAL		
13. SERIAL NUMBER		14. NOUN PRESSURE PLATE				
15. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED			18. MECHANIC	19. "P"
		500, 513				
14E	*RCC*	DISASSEMBL REMOVE PARTS *P MOVE				
	RCC					
14D	*RCC*	FORD BLAD CLEAN *P MOVE				
	RCC					
14E	*RCC*	E & L *C/P MOVE				
	RCC					
15A	*RCC*	HEAT TREAT DRAW PLAT *C/P MOVE				
	RCC					
14M	*RCC*	EMPI *C/P MOVE			M	
	RCC					
14M	*RCC*	DECREASE *C/P MOVE				
	RCC					
15	*RCC*	PRE-FINAL INSPECTION *P MOVE				
	RCC					
15	*RCC*	PAINT *C/P MOVE				
	RCC					
15	*RCC*	INSTALL PARTS *C/P MOVE				
	RCC	P/N 0118B10				
(CONTINUED)						
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE			23. DOCUMENT/SN	
DISPATCH	FUNCTIONAL CODE	A	C		1120 05	
		B	D			

01200N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89248

PAGE 1 OF 1 PAGES

2 JOB ORDER NO 89251A		3 QUANTITY		4 PRODUCTION SEC RCC MNP GW		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER N.P.L.			8 TECH DATA 4B-1-32 4B1-2-1093			9 ITEM SERIAL NO			
10 MODEL-DESIGN-SERIES F-4		11 STOCK NUMBER N.S.L.		12 OPTIONAL					
13 SERIAL NUMBER		14 NOUN PRESSURE PLATE							
15 DISPATCH STATION	16 PERF RCC OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
		GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 F.M.P.I. IAW MIL-STD-1949 P/O NO1561							
		BLAST IAW MIL-STD-1504 VAPOR DEGREASE IAW MIL-D-26847 GRIND IAW MIL-STD-866							
		***** STEEL *****							
		ALL PERSONNEL INVOLVED IN THE WORK							
		PROCESSES SPECIFIED IN THIS DOCUMENT							
		HAVE BEEN THOROUGHLY TRAINED AND ARE							
		FAMILIAR WITH ALL PERTINENT SAFETY							
		PRACTICES AND HAZARDS CONTAINED IN							
		THE BASIC TECHNICAL ORDER AND T.O.							
		SUPPLEMENTS REFERENCED. THE APPLIC-							
		ABLE T.O.'S AND SUPPLEMENTS WILL							
		ALWAYS BE USED IN CONJUNCTION WITH							
		THIS DOCUMENT.							
		*COMPONENTS WILL BE THOROUGHLY							
		CLEANED AND PROTECTED (C/P MOVE) FOR							
		MOVES BETWEEN OPERATIONS/DISPATCH							
		STATIONS.							
		***** W A R N I N G *****							
		MANY OF THE FOLLOWING REPAIR							
		PROCEDURES REQUIRE THE USE OF							
		EQUIPMENT, PROCESSES, & CHEMICALS							
		WHICH ARE POTENTIALLY DANGEROUS TO							
		PERSONNEL. ADEQUATE SAFEGUARDS AND							
		PRECAUTIONS MUST BE EMPLOYED TO							
		PRECLUDE INJURIES.							
		REQD (MANDATORY REQUIREMENT) IN							
		BLOCK 16 SERVES THE SAME PURPOSE AS							
		DELTA STAMP							

21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN	
DISPATCH	FUNCTIONAL CODE	Frank H. Pigby MANEL/12 SEP 89 12 SEP 1989		01200N	
		Edmund E. Quindt MANEL/12 SEP 89 12 SEP 89			

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1 DATE 89248

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2 JOB ORDER NO	3 QUANTITY	4 PRODUCTION SEC RCC	5 DATE SCHED	6 DATE COMPLETED
7 PART NUMBER		8 TECH DATA		9 ITEM SERIAL NO

10 MODEL DESIGN SERIES	11 STOCK NUMBER	12 OPTIONAL
13 SERIAL NUMBER	14 NOUN PRESSURE PLATE	

15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED	18 MECHANIC	19 P	20 Q
	001	N.P.L.			
34D	005	DISASSEMBLE-REMOVE PRESSURE PAD ***** NOTE ***** *REQU* TO CONDEMN, USE P/N 5000254 * NSL: 1630004983225 *		M	
		***** *C/P MOVE			
34D	008	ROTO BLAST *C/P MOVE		M	
		REQU			
34E	020	E & I *C/P MOVE ***** NOTE ***** *REQU* TO CONDEMN, USE P/N 5000254 * NSL: 1630004983225 *		M	

25A	030	HEAT TREAT, DRAW FLAT *C/P MOVE		M	
B	040	GRIND BASE PLATE FLAT TO WITHIN 0.005 INCHES *C/P MOVE		M	
34M	050	F.M.P.I. *C/P MOVE ***** NOTE ***** *REQU* IF LAST NDI OPERATION IS * COMPLETED HERE, TAKE PRODUCTION * COUNT *****	M	K	

21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN
DISPATCH	FUNCTIONAL CODE	A	C	01200N
		B	D	

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1 DATE 89248

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER				8 TECH DATA				9 ITEM SERIAL NO	
10 MODEL DESIGN SERIES			11 STOCK NUMBER			12 OPTIONAL			
13 SERIAL NUMBER			14 NOUN PRESSURE PLATE						
15 DISPATCH STATION	16 PERF RCC/OP IC	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
34M	060 *REQD*	DEGREASE *C/P MOVE							
13	070 *REQD*	PRE-FINAL INSPECTION *C/P MOVE					M		
13P	080 *REQD*	MASK, PRIME, PAINT *C/P MOVE					M		
13	090 *REQD*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958					M		
13	100 *REQD*	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE					M		
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE DATE				23 DOCUMENT/EN			
DISPATCH	FUNCTIONAL CODE	A		C		01200N			
		B		D					

16202N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89040

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SIGNATURE MNPGW		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER			8 TECH DATA 481-4-123 48 1-1-77				9 ITEM SERIAL NO		
10 MODEL DESIGN SERIES B52			11 STOCK NUMBER			12 OPTIONAL			
13 SERIAL NUMBER			14 NOUN PRESSURE PLATE						
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 "P"	20 "Q"	
P/N 2600312		NSN C/N 1690008891784 36192A P R E S / P L T 15001A							
		***** UNIT COST: \$83.00 ***** GOVERNING DIRECTIVES: AFMCR 66-51 MANO1 66-3							
		EMPI IAW MIL-STD-1949 EVO N01761							
		ALL PERSONNEL INVOLVED IN THE WORK							
		PROCESSES SPECIFIED IN THIS DOCUMENT							
		HAVE BEEN THOROUGHLY TRAINED AND ARE							
		FAMILIAR WITH ALL PERTINENT SAFETY							
		PRACTICES AND HAZARDS CONTAINED IN							
		THE BASIC TECHNICAL ORDER (T.O.) AND							
		T.O. SUPPLEMENTS REFERENCED. THE							
		APPLICABLE T.O.'S AND SUPPLEMENTS							
		WILL ALWAYS BE USED IN CONJUNCTION							
		WITH THIS DOCUMENT.							
		*COMPONENTS WILL BE THOROUGHLY							
		CLEANED & PROTECTED (C/P MOVE) FOR							
		MOVES BETWEEN OPERATIONS/DISPATCH							
		STATIONS.							
		WARNING							
		MANY OF THE FOLLOWING REPAIR							
		PROCEDURES REQUIRE THE USE OF							
		EQUIPMENT, PROCESSES & CHEMICALS							
		WHICH ARE POTENTIALLY DANGEROUS TO							
		PERSONNEL. ADEQUATE SAFEGUARDS AND							
		PRECAUTIONS MUST BE EMPLOYED TO							
		PRECLUDE INJURIES.							
		PECN (MANDATORY REQUIREMENT) IN							
		COLUMN 16 IS EQUIVALENT TO DELTA							
		STAMP							
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE				23 DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	<i>Frank H. Rigby</i> <i>MANEL/6 June 89</i> <i>STJ/54</i>				<i>Colvin</i> <i>MANSM 6 June 89</i> <i>MAGNA</i>			
		<i>James D. Miller</i> <i>James D. Miller 6 June 89</i>				16202N			

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1 DATE 13404)

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER				8 TECH DATA				9 ITEM SERIAL NO	
10 MODEL-DESIGN-SERIES			11 STOCK NUMBER			12 OPTIONAL			
13 SERIAL NUMBER			14 NOUN PRESSURE PLATE						
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
	001	2600112							
34D	005 *REQD*	DISASSEMBLY *C/P MOVE*					M		
67	007 *REQD*	REMOVE RIVETS *C/P MOVE*					M		
34D	008 *REQD*	ROTO BLAST CLEAN *C/P MOVE*					M		
34F	010 *REQD*	E & I DRIVE SLEEVE SLOT .743 INCH *C/P MOVE*							
34M	010 *REQD*	FMPI *C/P MOVE*				M	S		
35A	011 *REQD*	HEAT TREAT *C/P MOVE*					M		
67	050	REPAIR DAMAGED RIVET HOLES IAW FORM 252 & T.O. PAGE 2-16 PARA Q 1 A-B-C *C/P MOVE*					M		
69	060 *REQD*	REAM FASTENER HOLES .970/.976 NOT TO EXCEED .070/.080 IN DEPTH *C/P MOVE*					M		
34M	070 *REQD*	FMPI *C/P MOVE*					M		
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE				23 DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C		16202N			
		B		D					

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1 DATE

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER			8 TECH DATA				9 ITEM SERIAL NO		
10 MODEL-DESIGN-SERIES			11 STOCK NUMBER			12 OPTIONAL			
13 SERIAL NUMBER			14 NOUN PRESSURE PLATE						
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 O	
13	000 *REQD*	PRE-FINAL INSPECTION *C/P MOVE					M		
13	000 *REQD*	PAINT *C/P MOVE					M		
13	100 *REQD*	ASSEMBLE: USE FASTENER F/N 148619 TO AID IN SECURING RIVETS *C/P MOVE							
13	110 *REQD*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958					M		
13	120 *REQD*	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE					M		
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C		16202N			
		B		D					

2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC MNPGW		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER				8 TECH DATA 4B-1-32 4B1-2-4B3				9 ITEM SERIAL NO	
10 MODEL DESIGN SERIES F111 BRAKE			11 STOCK NUMBER			12 OPTIONAL			
13 SERIAL NUMBER			14 NOUN BACKING PLATE						
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
P/N 329-15		NSN C/N 1630008578991 15536A 15295A							
		GOVERNING DIRECTIVES: AFMCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 PZO NO1561							
		*****S T E E L*****							
		ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER (T.O.) AND T.O. SUPPLEMENTS REFERENCED IN BLOCK 8 OF THIS AFMCR FORM 958. THE APPLIC- ABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT. *COMPONENTS WILL BE THOROUGHLY CLEANED & PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.							
		WARNING							
		MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.							
		REQD (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP.							
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	<i>Frank H Rigby</i> <i>MANEL/9 Feb 89</i> <i>MANSM/3 Feb 89</i> <i>Feb 1 1989</i> <i>Edward D. ...</i>				08205N			

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1 DATE 84040

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER				8 TECH DATA				9 ITEM SERIAL NO	
10 MODEL DESIGN SERIES		11 STOCK NUMBER		12 OPTIONAL					
13 SERIAL NUMBER		14 NOUN BACKING PLATE							
15 DISPATCH STATION	16 PERF RCC OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
34D	001 *REQD*	DISASSEMBLE *C/P MOVE					M		
34C	003 *REQD*	CLEAN AS REQ'D *C/P MOVE					M		
34	010 *REQD*	REMOVE WEAR PADS *C/P MOVE					M		
34	010 *REQD*	BLAST PLATE *C/P MOVE					M		
34	030 *REQD*	E AND I INSPECTION *C/P MOVE							
13	040 *REQD*	SURFACE PLATE AND STRAIGHTEN *C/P MOVE					M		
25A	045 *REQD*	HEAT TREAT *C/P MOVE					M		
69	047	SPOTFACE & DEBURR RIVET HOLES AS NEEDED *C/P MOVE							
69	048	NICK & BURR DRIVE KEYS TO REMOVE DAMAGED/SHARP EDGES. *C/P MOVE							
69A	050 *REQD*	EMPI *C/P MOVE				M	K		
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE				23 DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C		08205N			
		B		D					

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1 DATE 89040

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER				8 TECH DATA				9 ITEM SERIAL NO	
10 MODEL DESIGN SERIES			11 STOCK NUMBER			12 OPTIONAL			
13 SERIAL NUMBER			14 NOUN BACKING PLATE						
18 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
13	060 *REQD*	PAINT *C/P MOVE					M		
13	070 *REQD*	INSTALL WEAR PADS *C/P MOVE					M		
8	080 *REQD*	GRIND *C/P MOVE					M		
8	090 *REQD*	DEMAGNETIZE *C/P MOVE				M	K		
13	095 *REQD*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958					M		
13	100 *REQD*	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE					M		
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE				23 DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C		08205N			
		B		D					

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DATE 89040

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2. JOB ORDER NO		3. QUANTITY		4. PRODUCTION SEC/RCC MNP GW		5. DATE SCHED		6. DATE COMPLETED		
7. PART NUMBER				8. TECH DATA 4B-1-32 4B1-2-493				9. ITEM SERIAL NO.		
10. MODEL-DESIGN-SERIES FB111			11. STOCK NUMBER			12. OPTIONAL				
13. SERIAL NUMBER			14. NOUN PRESSURE PLATE							
18. DISPATCH STATION P/N 9535542		16. PERF RCC/OP NO		17. WORK TO BE ACCOMPLISHED NSN C/N 1630008562073 15521A 15583A			18. MECHANIC		19. "P"	
				GOVERNING DIRECTIVES: AFLCR 66-51 GRIND MIL-STD-866 MANOI 66-3 HEAT TREAT MIL-H-6875F EMPI IAW MIL-STD-1949						
				BLAST MIL-STD-1504 P/O N01561 DEGREASE MIL-D-26847 ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER (T.O.) AND T.O. SUPPLEMENTS REFERENCED IN BLOCK 8 OF THIS AFLC FORM 958. THE APPLIC- ABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT. *COMPONENTS WILL BE THOROUGHLY CLEANED & PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.						
				WARNING MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES. *REQD* (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP.						
21. FINAL DESTINATION DISPATCH		FUNCTIONAL CODE		22. COORDINATION/INITIATING RCC SIGNATURE/DATE Frank H. Rigby 19 July 89/MANEL 20 July 89 MANSON/19 JULY 89 20 JULY 89				23. DOCUMENT/SN 08206N		

08206N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89040

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2. JOB ORDER NO		3. QUANTITY		4. PRODUCTION SEC/RCC		5. DATE SCHED		6. DATE COMPLETED	
7. PART NUMBER				8. TECH DATA				9. ITEM SERIAL NO.	
10. MODEL-DESIGN-SERIES			11. STOCK NUMBER			12. OPTIONAL			
13. SERIAL NUMBER			14. NOUN PRESSURE PLATE						
15. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED				18. MECHANIC	19. "P"	20. "Q"	
	001	9535542							
34D	005 *REQD*	DISASSEMBLE *C/P MOVE					M		
34D	008 *REQD*	ROTO BLAST *C/P MOVE					M		
34E	020 *REQD*	E AND I INSPECTION *C/P MOVE							
25A	030 *REQD*	HEAT TREAT DRAW FLATTEN *C/P MOVE					M		
34M	040 *REQD*	FMPI *C/P MOVE				M	K		
34M	050 *REQD*	DEGREASE *C/P MOVE					M		
13	060 *REQD*	PRE-FINAL INSPECTION *C/P MOVE					M		
13P	070 *REQD*	MASK & PRIME *C/P MOVE					M		
13	080 *REQD*	INSTALL WEAR PADS *C/P MOVE P/N GY18B-13 P/N 9536106					M		
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/BN			
DISPATCH	FUNCTIONAL CODE	A		C		08206N			
		B		D					

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PREVIOUS EDITION WILL BE USED

19205N WORK CONTROL DOCUMENT (MEDS)

DATE 89040

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2 JOB ORDER NO 15161A		3 QUANTITY		4 PRODUCTION SEC/RCC MNEGW		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER 9533667				8 TECH DATA 4B-1-32 4B1-2-373				9 ITEM SERIAL NO	
10 MODEL-DESIGN-SERIES C141		11 STOCK NUMBER 1630005678164				12 OPTIONAL			
13 SERIAL NUMBER		14 NOUN PRESSURE PLATE							
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 TO	
		*****UNIT COST \$243.00***** GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 EMPI IAW MIL-STD-1949 P/O N01561 ***** STEEL *****							
		ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLIC- ABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT. *COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS. *****WARNING***** MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES. *REQD* (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP							
34D	001	DISASSEMBLE					M		
	REQD	*C/P MOVE							
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A Frank H. Rigby MANEC/177689 B C D MAR 02, 1989 PREVIOUS EDITION WILL BE USED				19205N			

2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC RCC		5 DATE SCHED		6 DATE COMPLETED		
7 PART NUMBER				8 TECH DATA				9 ITEM SERIAL NO		
10 MODEL-DESIGN-SERIES			11 STOCK NUMBER			12 OPTIONAL				
13 SERIAL NUMBER			14 NOUN PRESSURE PLATE							
15 DISPATCH STATION		16 PERF RCC/OP NO		17 WORK TO BE ACCOMPLISHED			18 MECHANIC		19 P	
20		21		22			23		24	
4C		002		CLEAN AS REQ'D					M	
		REQD		*C/P MOVE						
34B		010		BLAST TO CLEAN AS NECESSARY					M	
34E		030		E & I I.D. 3.25 MIN KEY SLOT WIDTH 1.115 MAX						
		REQD								
25A		040		HEAT TREAT C/P MOVE					M	
		REQD								
13		050		GRIND IF REQUIRED, NOT TO EXCEED 0.235 O.D. & TO BE FLAT WITHIN 0.010 C/P MOVE					M	
13		060		IF GROUND; REMOVE BURRS FROM KEY SLOTS AS REQUIRED C/P MOVE						
69A		070		F.M.P.I.			M		K	
		REQD								
13		080		PAINT C/P MOVE					M	
		REQD								
13		090		ASSEMBLE PADS OVERALL MIN OF 0.350 MAX OF 0.378 FLAT WITHIN 0.015 C/P MOVE						
		REQD								
8G		100		GRIND PADS AS REQUIRED MIN OF 0.350 TO BE FLAT WITHIN 0.015 C/P MOVE					M	
21. FINAL DESTINATION			22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH		FUNCTIONAL CODE		A		C		19205N		
				B		D				

2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER			8 TECH DATA				9 ITEM SERIAL NO		
10 MODEL DESIGN SERIES			11 STOCK NUMBER			12 OPTIONAL			
13 SERIAL NUMBER			14 NOUN PRESSURE PLATE						
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
34	110 *REQD*	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958					M		
34	120 *REQD*	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE					M		
		COORDINATED BY: PLANNING: FRANK RIGBY WK MEASURE FRANK RIGBY SCHEDULING: LOU ANN WALLACE							
		PRODUCTION: ROGER MURRAY QUALITY: ED OVERDIEN							
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE				23 DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C		19205N			
		B		D					

18202N WORK CONTROL DOCUMENT (MEDS)

1 DATE

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC MNPGW		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER				8 TECH DATA 4B-1-61 4B1-2-1003				9 ITEM SERIAL NO	
10 MODEL-DESIGN-SERIES C-130 BRAKE		11 STOCK NUMBER		12 OPTIONAL					
13 SERIAL NUMBER		14 NOUN PRESSURE PLATE C130							
15 DISPATCH STATION P/N 5002564	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED NSN C/N 1630010054182 15639A 15327A 26029A N A V Y 26030A N A V Y				18 MECHANIC	19 P	20 Q	
		GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 P/O N01561							
		BLAST IAW MIL-STD-1504 HEAT TREAT IAW MIL-H-6875F *****S T E E L***** ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER (T.O.) AND T.O. SUPPLEMENTS REFERENCED IN BLOCK 8 OF THIS AFLC FORM 958. THE APPLIC- ABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT. *COMPONENTS WILL BE THOROUGHLY CLEANED & PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.							
		WARNING MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES. (CONTINUED)							
21. FINAL DESTINATION DISPATCH		22. COORDINATION/INITIATING RCC SIGNATURE/DATE		23. DOCUMENT/SN					
FUNCTIONAL CODE		A Frank H Rigby MANEL/MANEL MANSM BFB09 B FEB 17 1989 Edward D. [Signature]				18202N			

18202N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89030

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2. JOB ORDER NO		3. QUANTITY		4. PRODUCTION SEC/RCC		5. DATE SCHED		6. DATE COMPLETED	
7. PART NUMBER				8. TECH DATA				9. ITEM SERIAL NO	
10. MODEL DESIGN SERIES			11. STOCK NUMBER			12. OPTIONAL			
13. SERIAL NUMBER			14. NOUN PRESSURE PLATE C130						
15. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED				18. MECHANIC	19. P	20. Q	
		REQD (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP.							
	001	5002564							
34D	005 *REQD*	DISASSEMBLE *C/P MOVE					M		
34B	009 *REQD*	ROTO-BLAST *C/P MOVE					M		
34E	020 *REQD*	E & I ROUTE FOR REPAIR *C/P MOVE							
25A	030 *REQD*	HEAT TREAT IAW T.O. PAGE 9 PARA E *C/P MOVE					M		
34M	040 *REQD*	EMPI *C/P MOVE				M	K		
13	050	PRE-FINAL INSPECTION *C/P MOVE					M		
13	060 *REQD*	PAINT *C/P MOVE					M		
13	070 *REQD*	INSTALL WEAR PADS *C/P MOVE P/N GY18B11 P/N 5000260					M		
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/EN			
DISPATCH	FUNCTIONAL CODE	A				C			
		B				D			
						18202N			

DATE 84000

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AFLC FORM 958 NOV. 80

PREVIOUS EDITION WILL BE USED

21209N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89040

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2 JOB ORDER NO 15698A		3 QUANTITY		4 PRODUCTION SEC/RCC MNPBW		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER 301-4			8 TECH DATA 4B-1-32 4B1-2-1063			9 ITEM SERIAL NO			
10 MODEL DESIGN SERIES C-5A MAIN		11 STOCK NUMBER 1630004638730			12 OPTIONAL				
13 SERIAL NUMBER		14 NOUN PRESSURE PLATE ASSY.							
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 Q	
		GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 GRIND IAW MIL-STD-866							
		*****S T E E L*****							
		ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLIC- ABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT.							
		*COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.							
		"WARNING" MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.							
		REQD (MANDATORY REQUIREMENT) IN COLUMN 16 IS EQUIVALENT TO DELTA STAMP.							
	001	301-4							
34D	005	DISASSEMBLE				*C/P MOVE	M		
	REQD								
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A Frank H Ryby MANOEL/2977490489 30 Nov 89				21209N			
		E. J. Blum MANOEL/2977490489 30 Nov 89							
		E. J. Blum MANOEL/2977490489 30 Nov 89							

21209N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89040

2 2
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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC		5 DATE SCHED		6 DATE COMPLETED	
7 PART NUMBER				8 TECH DATA				9 ITEM SERIAL NO	
10 MODEL DESIGN SERIES		11 STOCK NUMBER		12 OPTIONAL					
13 SERIAL NUMBER		14 NOUN PRESSURE PLATE ASSY.							
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19 P	20 O	
34D	007	CLEAN/WET BLAST *C/P MOVE*					M		
	REQD								
34D	008	ROTO-BLAST BLDG 507 *C/P MOVE*					M		
	REQD								
34M	014	FMPI *C/P MOVE*				M	K		
	REQD								
34E	020	E & I *C/P MOVE*							
	REQD								
69	030	REMOVE HELICOILS NOTE: INSTALLATION OF HELICOILS BACK INTO PRESSURE PLATE IS NO LONGER REQUIRED. *C/P MOVE*					M		
	REQD								
13A	040	PRE-FINAL INSPECTION *C/P MOVE*					M		
	REQD								
13	050	PAINT *C/P MOVE*					M		
	REQD								
13	060	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958					M		
	REQD								
13	070	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE*					M		
	REQD								
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C		21209N			
		B		D					

12205N WORK CONTROL DOCUMENT (MEDS)				1 DATE 07120		PAGE 1 OF 1 PAGES	
2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC MNP GW		5 DATE SCHED	
7 PART NUMBER		8 TECH DATA 4B-1-32 4P1-2-1023				9 ITEM SERIAL NO	
10 MODEL DESIGN SERIES A-37		11 STOCK NUMBER		12 OPTIONAL			
13 SERIAL NUMBER		14 NOUN PRESSURE PLATE					
15 DISPATCH STATION		16 PERF RCC OP NO		17 WORK TO BE ACCOMPLISHED		18 MECHANIC	
P/N 5003159 5003159				NSN C/N 1630010170854 16776A 1630010170854 15074A			
				GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 P/O N01561			
				***** STEEL *****			
				ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLICABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT.			
				*COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS.			
				***** "W A R N I N G" *****			
				MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES.			
				REQD (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP			
34D		003		DISASSEMBLE			
		REQD		*C/P MOVE			
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE		23 DOCUMENT/SN			
DISPATCH FUNCTIONAL CODE		A		12205N			
		B					
		C					
		D					

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7. JOB ORDER NO.		8. QUANTITY		4. PRODUCTION SEC RCC		5. DATE SCHED		6. DATE COMPLETED	
7. PART NUMBER				8. TECH DATA				9. ITEM SERIAL NO.	
10. MODEL DESIGN SERIES		11. STOCK NUMBER		12. OPTIONAL					
13. SERIAL NUMBER		14. NOUN PRESSURE PLATE							
15. DISPATCH STATION	16. PERF RCC OP NO	17. WORK TO BE ACCOMPLISHED				18. MECHANIC	19. P	20. Q	
34B	010	CLEAN - BLAST AS NECESSARY *REQD* *C/P MOVE					M		
34E	030	E & I *REQD* *C/P MOVE*							
25A	040	HEAT TREAT C/P MOVE *REQD*							
69A	070	F.M.P.I. C/P MOVE *REQD*				M	K		
13	075	PAINT *C/P MOVE* *REQD*							
13	080	INSTALL PADS *REQD*							
8G	090	GRIND PADS AS REQUIRED MIN THICKNESS 0.105 I.A.W T.O. *REQD* *C/P MOVE*					M		
69A	100	DEMAGNITIZE IF GROUND *C/P MOVE				M	K		
13	110	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY *REQD* OF ALL PRECEDING OPERATIONS THIS 958					M		
13	120	FINAL PRODUCT VISUAL INSPECTION *REQD*					M		
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C		12205N			
		B		D					

11 DATE

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13204N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89041

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2. JOB ORDER NO 74568A		3. QUANTITY		4. PRODUCTION SEC/RCC MNP GW		5. DATE SCHED		6. DATE COMPLETED	
7. PART NUMBER 262-38-2			8. TECH DATA 4B-1-32 4B1-2-1083			9. ITEM SERIAL NO			
10. MODEL-DESIGN SERIES A-7			11. STOCK NUMBER NSL			12. OPTIONAL			
13. SERIAL NUMBER			14. NOUN PRESSURE PLATE						
15. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED				18. MECHANIC	19. P	20. Q	
		GOVERNING DIRECTIVES: AFLCR 66-51 MANOI 66-3 FMPI IAW MIL-STD-1949 P/O N01561							
		***** STEEL ***** ALL PERSONNEL INVOLVED IN THE WORK PROCESSES SPECIFIED IN THIS DOCUMENT HAVE BEEN THOROUGHLY TRAINED AND ARE FAMILIAR WITH ALL PERTINENT SAFETY PRACTICES AND HAZARDS CONTAINED IN THE BASIC TECHNICAL ORDER AND T.O. SUPPLEMENTS REFERENCED. THE APPLICABLE T.O.'S AND SUPPLEMENTS WILL ALWAYS BE USED IN CONJUNCTION WITH THIS DOCUMENT. *COMPONENTS WILL BE THOROUGHLY CLEANED AND PROTECTED (C/P MOVE) FOR MOVES BETWEEN OPERATIONS/DISPATCH STATIONS. *****W A R N I N G***** MANY OF THE FOLLOWING REPAIR PROCEDURES REQUIRE THE USE OF EQUIPMENT, PROCESSES, & CHEMICALS WHICH ARE POTENTIALLY DANGEROUS TO PERSONNEL. ADEQUATE SAFEGUARDS AND PRECAUTIONS MUST BE EMPLOYED TO PRECLUDE INJURIES. *REQD* (MANDATORY REQUIREMENT) IN BLOCK 16 SERVES THE SAME PURPOSE AS DELTA STAMP							
	001	262-38-2							
34D	005	DISASSEMBLE *C/P MOVE*					M		
	REQD								
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	<i>MANEL</i> <i>5/5/89</i> <i>5 MAY 1989</i> <i>MANSON 5 MAY 89</i> <i>5 May 89</i>				13204N			
		<i>Signature</i> <i>Signature</i> <i>Signature</i>							

13204N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89041

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC		5 DATE SCHED		6 DATE COMPLETED	
7. PART NUMBER				8. TECH DATA				9. ITEM SERIAL NO	
10 MODEL-DESIGN-SERIES			11 STOCK NUMBER			12 OPTIONAL			
13. SERIAL NUMBER			14 NOUN PRESSURE PLATE						
15. DISPATCH STATION	16. PERF RCC/OP NO	17. WORK TO BE ACCOMPLISHED				18. MECHANIC	19. P	20. Q	
34D	008	ROTO BLAST CLEAN *C/P MOVE					M		
	REQD								
34E	020	E & I KEY MIN. 0.670 I.D. MIN. 6.960 *C/P MOVE							
	REQD								
25A	030	HEAT TREAT DRAW FLATTEN *C/P MOVE					M		
	REQD								
69	040	REPAIR ALL ELONGATED RIVET HOLES IN PRESSURE PLATE IAW AF DWG 8852835 *C/P MOVE					M		
34M	050	FMPI *C/P MOVE				M	K		
	REQD								
13	060	PRE-FINAL INSPECTION *C/P MOVE					M		
	REQD								
13P	070	MASK, PRIME *C/P MOVE					M		
	REQD								
13	080	INSTALL PADS P/N 153223 *REQD* P/N 93-394-2 P/N MS20427-6C8 P/N 244-307					M		
13	090	FINAL ACCEPTANCE OF WORK CONTROL DOCUMENT FOR COMPLETENESS & ACCURACY OF ALL PRECEDING OPERATIONS THIS 958 *REQD*					M		
21. FINAL DESTINATION		22. COORDINATION/INITIATING RCC SIGNATURE/DATE				23. DOCUMENT/SN			
DISPATCH	FUNCTIONAL CODE	A		C		13204N			
		B		D					

13204N WORK CONTROL DOCUMENT (MEDS)

1 DATE 89041

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2 JOB ORDER NO		3 QUANTITY		4 PRODUCTION SEC/RCC		5 DATE SCHED		6 DATE COMPLETD	
7 PART NUMBER				8 TECH DATA				9 ITEM SERIAL NO	
10 MODEL-DESIGN-SERIES		11 STOCK NUMBER		12 OPTIONAL					
13 SERIAL NUMBER		14 NOUN PRESSURE PLATE							
15 DISPATCH STATION	16 PERF RCC/OP NO	17 WORK TO BE ACCOMPLISHED				18 MECHANIC	19	20	
13	100 *REQD*	FINAL PRODUCT VISUAL INSPECTION *C/P MOVE					M		
21 FINAL DESTINATION		22 COORDINATION/INITIATING RCC SIGNATURE/DATE				23 DOCUMENT/BN			
DISPATCH	FUNCTIONAL CODE	A		C		13204N			
		B		D					